

# Navy News

JANUARY 1998

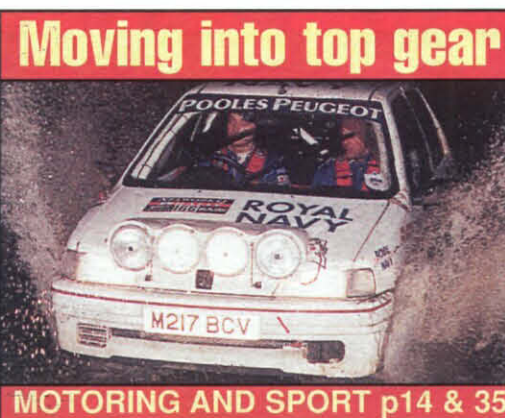
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**PAGE 20**



**Power of  
the ship**

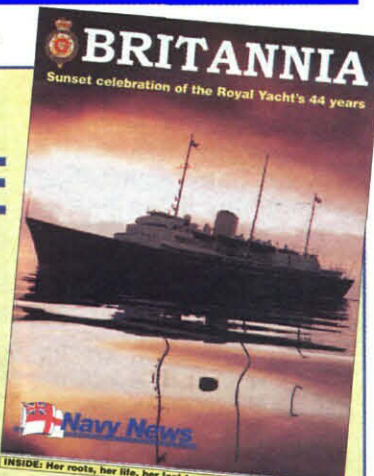
A NEW HISTORY – centre pages



**Moving into top gear**

MOTORING AND SPORT p14 & 35

**END OF  
THE LINE**  
Eight-page  
tribute to  
mark Royal  
Yacht's  
grand finale



## Vigilant rises to the occasion

LIKE a sea monster rising from the deep, the 16,000-tonne Trident submarine HMS Vigilant breaks surface at the Atlantic Underwater Test and Evaluation Centre in the Bahamas.

This exclusive picture, the first of its kind to be published of a Vanguard-class boat surfacing, was taken by a member of her Port crew, Lt Cdr Piers Neve.

During her six-week transatlantic deployment, Vigilant conducted sonar trials and test fired two Trident D5 missiles.

**Navies in speedy go-ahead for first joint deployment**

# EXERCISE PACT WITH RUSSIA



**EXCLUSIVE**

THE FIRST ever combined deployment between the Royal and Russian navies will be held next year as the high spot of a detailed programme of co-operation agreed "at the speed of light" last month, writes *Jim Allaway*.

It is a quick result for Defence Secretary George Robertson's 'defence diplomacy' credo which aims to break down the atmosphere of distrust left over from the Cold War by promoting direct links between the countries' armed services.

Building on talks Mr Robertson had with his Russian opposite number, Marshal Sergeyev in November, it will help the two navies work together on future humanitarian and peacekeeping operations.

"I am delighted that we have been able to put our proposals into practice so quickly," said Mr Robertson. "From outline to detail has taken only four weeks – the speed of light compared with previous contacts."

"The target of a joint exercise in 1999 is demanding but achievable. We will achieve it – and in doing so, underline our commitment to deepening relations with Russia."

"Building mutual trust and confidence through defence diplomacy is a vital element in European security. It is highly significant that our friendship with Russia is now showing early and tangible results."

The programme of co-operation covers a wide range of activities,

■ Turn to page 16

## Britannia to leave Pompey

HMV BRITANNIA will not be preserved in Portsmouth as the Naval city had hoped.

Instead, the Government have ruled that the Royal Yacht, which decommissioned on December 11, will go either to Leith, Edinburgh – where a cruise liner terminal is planned – or a planned heritage park alongside the Ship Canal in Manchester.

Portsmouth, already the home of several historic vessels, felt itself a front-runner among the seven bids to take the Yacht off the Navy's hands.

However, City Council Leader Leo Madden's reaction was philosophical:

"Good luck to Manchester or Leith," he said. "Obviously we are disappointed, but that disappointment is qualified. I have said all along that Britannia should be saved for the nation. The good news is that she is to be saved."



# 'Black Duke' mercy dash saves islander

HMS MONMOUTH's visit to one of the remotest islands in the world turned into a medical emergency when one of the inhabitants needed urgent surgery to save his life.

The Type 23 frigate – nicknamed "The Black Duke" – was at the South Atlantic island of Tristan da Cunha (populated by 300 British subjects) when an islander fell seriously ill.

The condition of the patient, Henry Rogers, was deteriorating and the resident doctor, Wendy Gezernick, called on the help of the frigate's medical team, Surgeon Lt Cdr Nick Yarnell and POMA Iain Lowson.

They assisted Dr Gezernick, on a one-year secondment to the island, to perform an emergency, five-hour abdominal operation. They succeeded in stabilising Mr Rogers' condition, but further surgery was needed.

## Cape Town

He was airlifted to the Monmouth by the ship's Lynx helicopter, then taken the 1,500 miles to hospital in Cape Town, where he is making a good recovery and where Monmouth also spent Christmas – after a few days at sea for live firings and exercises with the South African Marines. Some of the ship's company were joined by their families there.

Earlier in the ship's Tristan da Cunha visit, a large tea party was laid on by the islanders, members of the ship's company organised a children's party ashore, and Monmouth's band, the Fridge Ferrets, provided the music at a dance attended by over one-third of the population.

Meanwhile, the ship's Royal Marines contingent yomped to the summit of the island's 7,000ft volcanic peak and conducted a boat exercise.

Since Monmouth left Devon-



● HMS Monmouth – the 'Black Duke' – used her medical and air resources to save the life of a man on the remote island of Tristan da Cunha. Here she is peeling away from her supporting tanker RFA Orangeleaf.

port in September, under her Commanding Officer, Cdr Malcolm Sillars, she has visited Casablanca, Dakar (Senegal), Abidjan on the Ivory Coast, Libreville (Gabon), Tema (Ghana) and the South Atlantic island of St Helena.

In Senegal members of the ship's company helped by painting school classrooms, and a team from Monmouth joined in commemorations of the end of the slave trade by taking part in a two-and-a-half mile, offshore swim. In Ghana, Monmouth's sailors paraded during a Remembrance Day celebration before President Jerry Rawlings, and the ship played host to a Ghanaian children's TV programme.



● An encounter with some of St Helena's oldest residents for Mnes George Milne and Mark Teakle of Monmouth's RM protection party.

Pictures: LA(PHOT) Colin Foard

## SAINTS GO MARCHING IN – TO RN

THE LONG arm of the Navy's recruiters reached the South Atlantic in a drive to increase numbers joining the Service.

Coinciding with the visit to St Helena by HMS Monmouth, a joint Naval-Army recruiting team spent eight days there. Out of a population of 5,500, they recruited 25 'Saints' – 12 of whom applied to join the Royal Navy or Royal Marines.

The team included WO John Barker RM and was led by Navy recruiting officer Lt David Saxby. He said the St Helena recruits should be entering UK training establishments soon.

## Plans to restore mine vessel founder

A PLAN to restore a wartime motor minesweeper has had to be abandoned through lack of funds.

The Motor Minesweeper Trust has had to pass ownership of MMS 191 – the last of her kind – to Kent Wildfowling Trust and Conservation Association who own the part of Stoke Creek where the vessel is moored.

Trust secretary Jean Melvin has written to all members of the Trust, saying: "After so many years of dedication and hard work by my late husband (the Rev. Michael Melvin) and many friends, we, the trustees, have had to recognise that without professional help the restoration of the MMS 191 is an impossibility. The vast amount of money needed is not forthcoming from any source."

"It now needs, and has done for some time, experts in the field and a proper place to dock her. Her condition over the past few years has deteriorated greatly."

Mrs Melvin said the vessel's future seems uncertain, and although her new owners would like to use her in some way, her condition is such that she may have to be broken up.

## Enemy frogmen meet as friends

FORMER enemies who as underwater warriors destroyed each other's ships in World War II, met as friends when the Historical Diving Society's annual meeting was held in Portsmouth.

Speakers included wartime frogmen Lt Dicky Greenland RNVR (ret'd) and Italian Alessandro Bianchini, who as a petty officer in Mussolini's navy was smuggled into Spain and swam to Gibraltar to fix limpet mines to British ships.

Dicky Greenland, on a "human torpedo" with LS Alec Ferrier, entered Palermo harbour, Sicily, to sink an Italian cruiser and damage other ships.

## PWO trainee dies after collapse in warship

A ROYAL NAVY officer training on board HMS Gloucester died after collapsing in his cabin on board.

Lt Trevor Anthony Green (35) was flown by the ship's Lynx helicopter to Derriford Hospital, Plymouth where he was pronounced dead soon after arrival on December 11.

Lt Green had been on a principal warfare officer's training course on board Gloucester in the Plymouth exercise areas. He was married with a young daughter.

## New Naafi shop at Northwood

A NEW Naafi store to serve the 3,000 Service personnel and their families at Fleet headquarters at Northwood, opened on December 17.

The opening ceremony was conducted by Naafi's Chief Executive, Geoffrey Dart, accompanied by C-in-C Fleet, Admiral Sir Michael Boyce.

The refurbished store is part of Naafi's major restructuring programme which the organisation is carrying out with its retail partner, Spar, with which a £500 million contract was signed last March.

## Minister praises Short Sermon



ARMED Forces Minister Dr John Reid is briefed on the progress of measures to counter a "nuclear accident" at Clyde Naval Base.

He was present for the closing phases of the three-day Exercise Short Sermon – the largest nuclear accident exercise ever held by the Royal Navy. He is pictured studying a map of the supposed affected areas with Flag Officer Scotland, Northern England and Northern Ireland, Rear

Admiral Mike Gregory and a chief inspector of the Strathclyde Police.

Dr Reid said he was very impressed with the high level of professionalism shown by all those involved. He said: "Although there has never been such an accident in a nuclear submarine, we have to fight against complacency, and this exercise is mounted to test the response to the utmost."

## New edition of Naval doctrine planned

AN EARLY second edition of the Royal Navy publication *The Fundamentals of Maritime Doctrine* is being prepared in the light of new thinking and developments – particularly over joint operations.

The first edition, published only two years ago, has won praise from all quarters and has sold so well that demand has outstripped supply through HM Stationery Office bookshops and commercial book-sellers.

The possible need for a fourth print run provides a practical reason for the early second edition, which will be available in a year's time. And for the first time the work will be guided by a formal Navy Board policy statement, embodied in RN Defence Council Instruction 158/97.

Editor and principal author of the new edition will be nominated by Director Naval Staff Duties and will chair an editorial consultative board drawn from a wide range of Commands and departments.

Concluding its policy statement, the Navy Board says:

"Maritime doctrine is produced to enhance understanding of maritime operations, to provide a framework of principles for instructional purposes, to sharpen professional motivation within the Naval Service, to inform the operational requirements process and to educate the wider defence commu-

nity, including academics and the general public."

The Board says that all officers should formally study the fundamental principles of maritime doctrine, starting during new entry courses at Britannia Royal Naval College and the Commando Training Centre at RM Lympstone.

The studies should continue during the initial staff course and the advanced command and staff course "so that by the time officers reach subsequent mid-career staff appointments... they are familiar with the principles underlying the use of maritime power".

■ The Type 23 frigate HMS Lancaster was host to Lancaster University for a seminar on Expeditionary Warfare in the Next Millennium.

Students and the Head of the university's Centre of Defence Studies were welcomed by the Flag Officer Surface Flotilla, Rear Admiral Peter Franklyn.

The three-day seminar was also attended by RN and RM officers, and guest lecturers came from Britannia Royal Naval College Dartmouth, the Joint Forces HQ at Northwood and the Joint Services Command and Staff College at Bracknell. On the final day students visited HMS Dryad.



# LAST SERVICE AT SUBMARINERS' HISTORIC CHURCH

The Submarine Service's historic church of St Ambrose at HMS Dolphin closed last month, the last service there being taken by the Chaplain of the Fleet, the Ven Simon Golding.

Formerly a Stoker's Mess, the church was created by the Rev B.G.Beale, chaplain at Dolphin in the mid 1930s.

British and Canadian submariners provided the stained glass windows and it was unique in

having the most comprehensive collection of crests associated with the RN Submarine Service and those of the Commonwealth and Netherlands among others.

These will remain in the Submarine Service, while the font (donated by the widow of Lt Cdr David Wanklyn, VC, DSO\*\*, commanding officer of HMS Upholder and the most highly decorated RN officer of World War II) and the Queen's Colours and other artefacts will be

moved to St Nicholas' Chapel on the Bastion wall which remains open.

With the demise of Dolphin as a submarine base, the Royal Defence Medical College and the Army's 33 Field Hospital are now in residence there. The posts of Captain HMS Dolphin and Captain RN Submarine School were disestablished in September with Cdr J.R.M.Prime assuming command of HMS Dolphin.

The Commodore HMS Raleigh has taken over the Submarine School which will continue to operate from Dolphin until September next year.

■ The Archbishop of Canterbury Dr George Carey dedicated a new chapel to St Luke when he visited the Navy in Gibraltar. He went to sea in HMS Trumpeter and attended a service in the King's Chapel where he unveiled the Royal Marine Colours in their new oak cases.

## Merlin to go for fly by wire magic

HELICOPTER pilots could have their workload significantly reduced thanks to a breakthrough in 'fly by wire' technology.

### Seventh Sandown launched

HMS PEMBROKE, latest of the Sandown-class minehunters, was launched at Vosper Thornycroft's Southampton yard last month by Mrs Stephanie Gretton, wife of Vice Admiral Michael Gretton, Supreme Allied Commander Atlantic's representative in Europe.

She is the seventh of the Sandowns, regarded as the world's most advanced minehunters, of which a total of 12 are planned – all to be built by Vospers.

The company also handed over four of a new class of landing craft for the Royal Marines.

The Landing Craft Vehicle and Personnel (LCVP) Mk 5s – which have also received widespread praise following initial trials – were officially accepted by Maj Gen David Pennefather.

Scientists at Leicester University and the Defence Evaluation and Research Agency at Bedford have developed a system which could take over many of the manual tasks which make flying helicopters so demanding.

The result is that the pilot has more time to think about his target and avoid threats and can perform complex flying tasks such as deck landings more easily.

And one of the first Fleet Air Arm aircraft which could benefit from the development is the Merlin Mk II, the second generation of the Navy's new multi-mission helicopter.

Cdr Bob Horton, CO of the Rotary Wing Test Squadron at DERA Boscombe Down, said: "There are many difficult tasks which this technology could make easier, and of all the tasks, landing on a ship can be one of the hardest."

"Trying to put a helicopter as big as the Merlin on to the back of a Type 23 frigate can be a real handling problem, especially when the sea state is high and visibility is poor, and that's certainly one area that is being looked at by the defence research community."

The technology could also deliver significant weight savings and improve safety by doing away with some manual control rods and levers and replacing them with multi-path circuitry.

## 007's manpower mission

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'FEARED by his enemies, adored by the nation, trained by the Navy' – as the latest Bond film *Tomorrow Never Dies* hit the big screen last month, 007 was doing his bit for RN recruiting.

Cdr Bond is, of course, a Navy man, based on his creator Ian Fleming's wartime experiences in Naval intelligence. Now his image is carried on a series of posters and postcards, driving the point home.

Navy staff have attended 16 regional premieres of the new movie – Pierce Brosnan's second as the world's No 1 agent – in a recruiting drive dubbed 'Operation Tuxedo'.

You can also access 007 on the Internet – try [www.commander-bond.com](http://www.commander-bond.com) to hear about the careers of 24 RN and RM people currently in the Service. They have one other thing in common – they're all called Bond!

## POW pay policy right and proper, says the MOD

EX-SERVICEMEN campaigning to recover money they believe was wrongly docked from their prisoner-of-war pay in 1939-45 suffered a setback in December when the Government rejected their demands.

The men concerned – mainly officers at the time – were supposed to receive camp pay from the Germans and Italians to cover the cost of food, etc. Those amounts were deducted from their Service pay by Britain after the war.

Unsuccessful attempts to get the

policy reviewed have been made twice before – immediately after the war and during the 1970s.

The Defence Ministry acknowledges that the system would not be operated today, but is adamant that the weight of evidence shows that the system of pay accounting was a proper one and was accurately administered.

### Keep a date with shows of strength

THIS year's Royal Tournament will follow the story of flight, from Da Vinci's flying machine, balloons and the first aircraft through to a breathtaking, laser-lit finale in outer space.

Over 2,000 Service men and women will take part in the annual show at Earl's Court from 21 July to August 2. Other special features will include massed abseils, stunt horse riding and Cossack dancing by a visiting team of Ukrainians – plus the Field Gun competition, of course.

Tickets will be available from the box office on 0171 244 0244 from January 5.

Meanwhile, don't forget to look us up on the Navy stand at the Boat Show at Earl's Court from January 9-18 – which this year centres on a gigantic Trident submarine mock-up.

## Slab cake for a new block

ONE-TIME 'Senior Jungly' Rear Admiral Sir Robert Woodard, opened 848 Naval Air Squadron's new office block at RN air station Yeovilton.

848, the Navy's Commando helicopter training squadron, was commanded by him in 1974.

Here he cuts a cake baked for the occasion by Yeovilton's chefs, with the help of the wife of the present CO, Mrs Jan Daniels, and the youngest member of the squadron, AEM Steve Gavin.



## Go-ahead people wanted for elite platoon

BRITAIN's newest elite military unit, the Pathfinder Platoon of 5 Airborne Brigade, is looking for volunteers from the Royal Navy to join the advance reconnaissance force.

Based in Aldershot, the platoon was formally added to the order of battle on April 1 with the purpose of conducting operations ahead of any main airborne assault. It specialises in insertion and resupply using parachute techniques.

Selection courses will be held on February 8 to March 13 and October 4 to November 6. Details on 01252 349419 or Aldershot Military (722) 4419.

## Cruel Sea reprised on radio

LIVERPOOL-born Nicholas Monsarrat's most famous novel *The Cruel Sea* is newly adapted for BBC Radio 2 as a six-part opening on January 7.

An exhibition on the making of the series was unveiled at the Merseyside Maritime Museum by its star Philip Madoc – reprising the role of the corvette commander played in the film by Jack Hawkins.

The ceremony was attended by the CO of the minehunter HMS Cromer, Lt Cdr David Turner, and members of the ship's company – who later invited Madoc and producer Jonathan Ruffle on board to inspect one of the world's most advanced modern warships.



# Drafty... The Royal Marines

## A HEALTHIER MENU FOR RM DRAFTERS

THE ROYAL Marines manning office, as part of the Naval Manning Agency (NMA) has become a far more user-friendly organisation.

Microfiche and chips are now outdated; computers, while still an essential tool to any drafting organisation, cannot replace shoe leather, telephone technique and face-to-face briefings.

With the current vogue for individual choice and a hand in one's own destiny, each Marine needs to know the options available at every stage in his career. This article aims to outline the measures which enhance individual career awareness and assist the chain of command in career management.

The submission of C233 Drafting and Course Record Cards (DCRCs) are the only direct means of communication between an individual and his drafter and they should be completed and forwarded at least once a year.

warded at least once a year.

No C233 means no say and is interpreted as 'you are obviously happy to serve anywhere.' Please take your personal life a little more seriously. You would be understandably upset if we paid as little attention to your next draft.

### Promotion

While General Duties and soldiering are synonymous, during the early stages of a career, 89 per cent of corporals and sergeants

are now employed within a specialisation.

Look how many broadening billets, within commandos, there are for GD troop sergeants - none! If you take yourself and your soldiering seriously get an SQ/TQ; better promotion opportunity lies within the SQ/TQ branches.

If you wish to relinquish or change your SQ/TQ it is easier as a marine than as a sergeant or corporal owing to the investment in training already made and the effect an individual's transfer will have on the target branch's promotion roster.

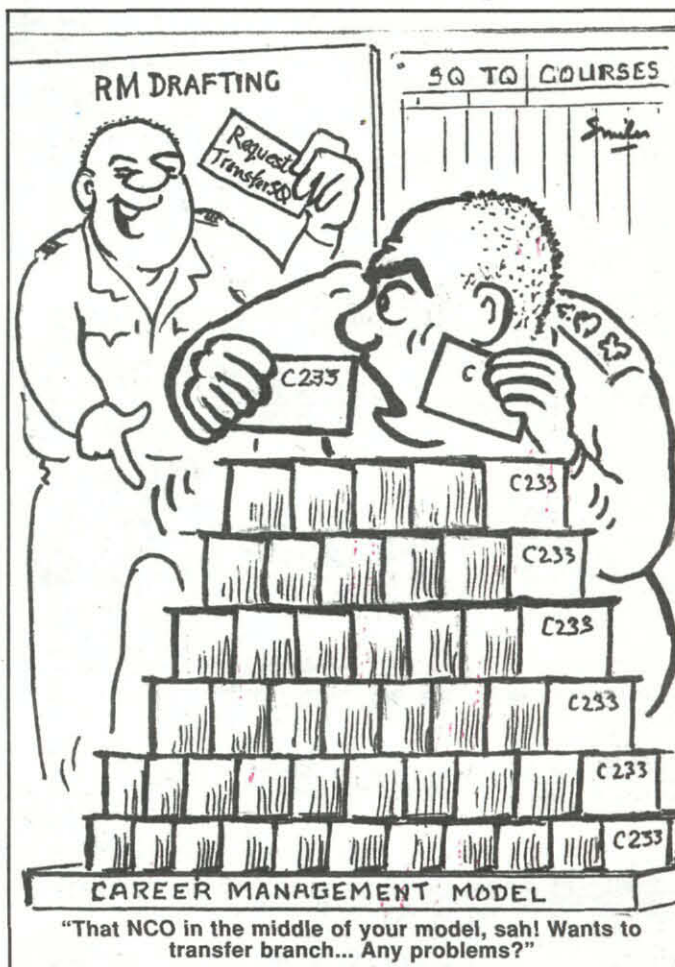
So on branch transfer, there may be a seniority penalty for a candidate or NCO. If you want to relinquish or transfer, do it early!

Promotion is always considered before prolongation, as any form of prolongation above the lance corporal level has an effect on the promotion of others.

Warrant officers and senior NCOs applications for prolongation are examined on a case-by-case basis. Owing to critical shortages, the drafting office is encouraging marines to prolong their service. Don't wait, ask for prolongation now, if you are coming up to your 22-year mark.

### Courses

The courses listed below are all arranged by your own units, so speak with your assistant adjutant/AO if you want to volunteer.



- PW3 Sniper
- PARA
- JWI (Jungle Warfare Instructor)
- JWLRP (Jungle Warfare Long Range Recce Patrol)
- JWTI (Jungle Warfare Tracking Instructor)
- Ship's Diver

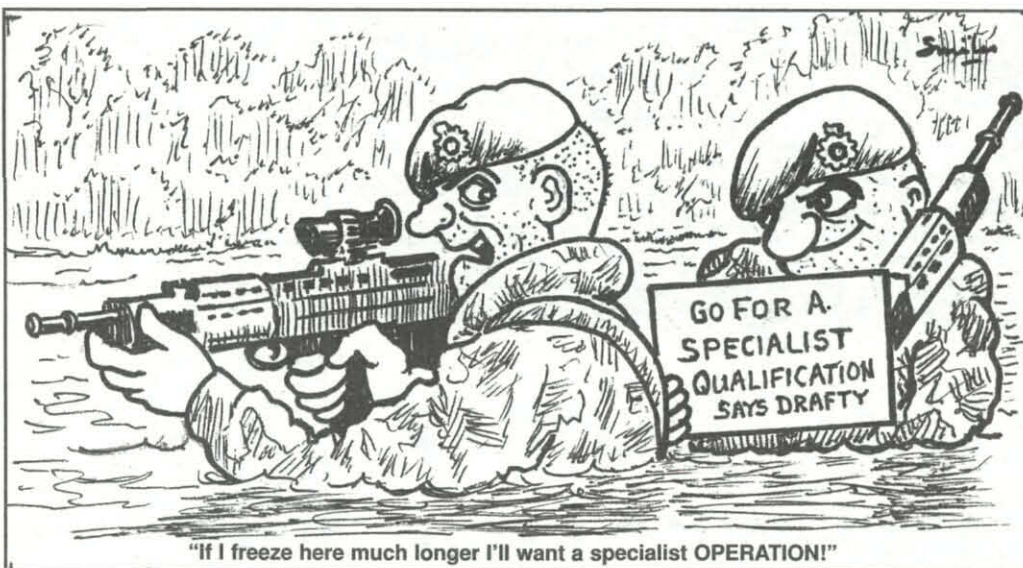
The opportunities to take more control of your career are now afforded to all. It would be foolish to allow your career to be shaped by galley queue gossip.

### Basic principles

The basic principles remain the same:

- Talk to your Branch Advisor or Sergeant Major
- Submit a regular DCRC/C233 (at least one a year) well in advance of your current estimated relief date
- If you are a GD Marine or Corporal consider specialising as soon as possible.

We look forward to hearing from you!



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## Three stages of Marine-hood

WHEN a marine qualifies from recruit training, he is arguably, pound for pound, one of the most highly trained fighting men in the world.

The life cycle of the average marine and his metamorphosis into an all-singing, all-dancing 'Corporal Royal Marines' or a grumpy, cantankerous 'three badge bootneck' i.e., no responsibility and no ambition, is charted below.

The first stage of metamorphosis takes place once a Royal Marine has passed recruit training and is known as 'commando experience.'

This phase can last for up to two and a half years, depending on the fluctuation or Corps requirements. During this phase, the marine is able to experience life as a 'grunt'.

The term grunt is derived from the sound made when hoisting a Crusader Bergen on to the back in the field!

It is also known as the dreaming phase. It is quite common for marines to have a feeling of invincibility, spending a lot of time yomping across rain-drenched mountains dreaming of sun-kissed beaches, blonde buxom babes and warm beer, not necessarily in that order...

Ninety per cent of Marines should expect their first tour to be with a commando unit.

The second stage of metamorphosis is a transitional period where the Royal Marine should first start considering his future in the wider sense. It is the time most marines are ready for a change, they become candidates for promotion and/or take up specialist training.

The decision whether to look at the Corps as a career or whether to serve for a shorter period of time is usually made after a row with the aforementioned blonde.



### ● The three -badge bootneck

If a marine decides to pursue his career, he must consider sub-specialising. If he ever wants to be troop sergeant, he must sub-specialise as 85 per cent of the Corps above the rank of marine are specialists.

Remaining a general duties Marine may also restrict his employment possibilities compared with those of a specialist and therefore, his decision is to carry on as a GD, he should be content to go with the promotion flow.

### Special forces

He may volunteer at any time for specialist training, either way, independent advice is needed. You can obtain independent career advice from your Company Sergeant Major.

This is also the best time to volunteer for a special force aptitude. A high level of physical fitness is essential for success, but more vital is a positive mental attitude throughout selection.

Second tour Marines may well be required to serve outside Commando Units, unless they have specialised or are employed in specially selected billets such as Recce Troop.

The final stage of Marine-hood comes at about four and a half years and continues until the man

is either promoted to corporal, takes up specialist training, or leaves the Corps for pastures new. With the experience gained thus far, a senior Marine has a much better understanding of the Corps drafting system and is better able to influence his future career (draft) by submitting drafting preference form C233 accurately.

Third-tour Marines can expect to serve anywhere in the Corps and as a senior Marines they are valued additions to any section.

The loading of senior candidates to junior command courses and promotion to corporal is determined by the requirements of the Corps, suffice to say that competition is fierce and therefore the maintenance of high standards is essential for selection.

Whichever path is chosen, the Marine should be able to look back on his time in the Corps thus far and say 'Seen that! Done that! Tried that! Liked it!'



### ● Life as a grunt... characterised by yomping and feelings of invincibility!

**Happy New Year**

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# Boxer takes a breather

## Facts and figures

**Class:** Type 22 Batch 2 frigate  
**Pennant number:** F92  
**Builder:** Yarrows, Glasgow  
**Launched:** June 17, 1981  
**Commissioned:** January 14, 1984  
**Displacement:** 4,800 tonnes  
**Length:** 143 metres  
**Beam:** 14.8 metres  
**Draught:** 6.4 metres  
**Ship's company:** 270 (30 officers), accommodation for 296  
**Machinery:** COGOG; 2 Rolls-Royce Olympus TM3B gas turbines; 2 Rolls-Royce Tyne RM1C gas turbines; 2 shafts  
**Speed:** 30 knots; 18 on Tynes  
**Range:** 4,500 miles at 18 knots on Tynes  
**Armaments:** 2 twin Exocet surface-to-surface missile systems; 2 SeaWolf surface-to-air missile systems; 2 twin 30mm close-range guns; 2 20mm close-range guns; 2 triple torpedo launcher tubes  
**Sensors:** Surveillance and navigational radars; IFF (Identification Friend or Foe) and ECM (Electronic Countermeasures)  
**Combat Data System:** Ferranti Computer Assisted Command System (CACS)  
**Affiliations:** 1st Battalion Irish Guards; 10 Squadron RAF; Trafford; USS Boxer; Worshipful Company of Coachmakers and Coach Harness Makers; Royal Observer Corps Seaborne Association; Bournemouth School CCF; TS Wrekin; TS Boxer; TS Victorious; Stockdales School for the Handicapped.



● Squaring up – Type 22 frigate HMS Boxer

## Featherweights were ready to scrap

Eight Boxers have graced the history of the Royal Navy in only 201 years, but the first six were featherweights compared to the present frigate and her predecessor.

The first, a 12-gun 161-ton gunboat, was launched at Rotherhithe in 1797 and assisted in an attack on four French frigates at Dunkirk. She was sold in 1809.

In 1812 her successor, another 12-gun vessel, was launched at Redbridge, but that brig sloop had a short life and ignoble end – in September 1813 she was captured by the USS Enterprise off Maine, losing 21 of her ship's company, including her commanding officer.

The next two Boxers were paddle ships. The first was a 159-ton steam paddle packet, formerly GPO vessel Ivanhoe, which transferred to the Admiralty in 1837 and spent three years surveying before being sold in 1841.

A 301-ton Boxer laid down in Chatham in 1846 as a paddle gunboat was cancelled in build in 1847.

Boxer number four was a Dapper-class steam gunboat from Northfleet. She saw action in the Crimea in the year of her launch, 1855, winning Boxer's first Battle Honour. She was broken up in 1865, and a four-gun successor

was launched at Deptford in 1868, this time of 465 tons. She was involved in the punitive expedition up the Niger in 1877, and carried out patrols off the West African coast in 1879 before she was sold in 1886.

The sixth Boxer, a 280-ton destroyer built by Thornycroft in 1894, spent World War I on patrol duties in the English Channel, but in February 1918 she was involved in a collision with the SS St Patrick and sank.

The heavyweight among the Boxers was the seventh, a landing ship of 4,250 tons which was launched by Harland and Wolff in December 1942.

She fulfilled several roles, winning Battle Honours as a tank landing ship at Sicily in July 1943 and Anzio in January 1944, before serving as a fighter-direction ship in 1945, and switching to a radar training ship in 1947. She was scrapped in 1958.

■ Boxer's dome – page 6.

To order black and white postcards of the 'Ships of the Royal Navy' series please contact Sarah Geary on 01705 826040

WITH a ship's motto of *Praemonitus praemunitus* – "Forewarned is Forearmed" – HMS Boxer is perhaps the ideal frigate to have on your side in a crisis.

The Type 22 frigate, based at Devonport, was the first of the "stretched" Batch 2s in a programme originally designed to replace the highly-successful anti-submarine Leander class.

Powered by gas turbines – including the maritime version of Concorde's engines – she can be made ready for sea at short notice.

And her range of weapons – extended by her Lynx helicopter, which can carry Sea Skua missiles, guns or torpedoes – allow the ship to pack a heavy punch.

Boxer returned to Devon in the summer after a successful and varied deployment as WIGS, the West Indies Guard Ship – one of the Royal Navy's longest-standing commitments.

During her time away, Boxer steamed 28,000 miles and undertook an intensive schedule of anti-drugs patrols, working closely with the US Navy, Caribbean islands' Coast Guards and in particular the US Coast Guard, who had a team embarked in the frigate for much of the seven-month deployment.

The ship, which has been in service for 14 years, also carried out the more traditional duties of the

WIGS, promoting the UK's interests in the area on a political and diplomatic level.

Throughout the deployment, Boxer stood by to lend assistance to the population of Montserrat – members of the ship's company spent three days with island officials touring emergency facilities.

On returning to her home port, the ship – part of the First Frigate Squadron – entered a period of DED (docking and essential defects).

She is due to leave dockyard hands early in the spring, after which the "Billy B" will embark on an intensive period of sea trials, which should include a visit to a continental port.

While far from a refit – no major additions are being made to armaments or machinery – the work package will cost £10 million.

And while the ship is out of circulation, her ship's company have been using their time effectively, attending professional and leadership courses, conducting ship husbandry, studying for further advancement and catching up on sea leave, as well as managing the ship through the upkeep period.

After her sea training and shakedown, Boxer will undertake basic operational sea training (BOST) prior to summer leave, and will then be ready for her next operational commitment by late summer.

## BATTLE HONOURS

Crimea.....1855	Salerno.....1943
Sicily.....1943	Anzio.....1944

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DEAD PUSSEY .....

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ME HOOK... OR  
SOMETHIN'

CHIEF'S ASKIN'  
FOR YOU

TELL 'IM I'VE  
GONE ASHORE.

## Sabre cut down to size

I WAS interested in the correspondence regarding the piston-engined aircraft shooting down a jet. While serving at RN air station Lossiemouth shortly after the Korean War I was in a piston-engined aircraft which "shot" down a Super Sabre.

Flying as an exercise observer in a DH89b Rapide (the Dominie Clipper), carrying out an observation and photographic reconnaissance exercise with my 'oppo', the station phot, we took photos of a Super Sabre which appeared in front of us as we cleared a low hill.

Of course we claimed a 'kill' which the Yanks denied at the debrief, until we showed the film. They were most chastened to learn that a 1930s bi-plane had shot a state-of-the-art jet fighter out of the sky. — P.J. Smith, Croydon.

## Boyhood of Raleigh

IT WAS with great personal interest and memories that I read the article on HMS Raleigh (November issue), which I entered on 17 January 1940.

Your report giving the commissioning date as 9 January confirms my belief that I was one of the early arrivals.

My class had an excellent instructor, CPO Dick Warren, who put forward my name as a candidate for an RNVR commission, which, after service in HMS Brilliant, I was granted in 1941, thereafter serving in corvettes.

One wonders how many other survivors there are from that entry which I recall included drafts from South Wales and Merseyside. — E.S. Jones, Surbiton.

# Mary Rose cash could save ten like Cavalier

THE MAIN preoccupation of the National Historic Ships Committee at present is whether or not to recommend another £29m for the Mary Rose.

Before doing so, they might consider setting up an upkeep endowment fund with that £29 million from which ten ships like HMS Cavalier could each draw down £200,000 per annum in perpetuity.

Helping ten ships rather than one would be popular with more people, an argument that should appeal to Government.

Or, put another way:

*There's a much revered committee  
Who advise on saving ships.  
They've been making lists for years  
now,*

*But the few get all the chips.  
Rehousing Mary Rose, Sir?  
Have thirty million more.  
Saving an old Destroyer?  
Over there, mate, there's the door.*

*Yet what a different story  
Way back in Forty Four.  
No cash for moving wrecks, then,  
With the U-Boats at the door.  
Yes, 'twas a very different story  
Way back in Forty Four,  
When they couldn't do enough for  
you,  
So you could go to war.*

— Rear Admiral John Hervey, Alverstoke.

ON LEARNING from Navy News that HMS Cavalier was in dry dock at Hebburn and since I had served in a 'CH' destroyer which is in the same group, I decided to go to see her — and by courtesy of the security guards was able to do so.

I fully expected her to be in a dilapidated condition so was surprised to see this was not so. Everything looked to be intact, the sea boat and motor boat were on the davits — the only things which seemed to be missing were the Carley floats.

Anyway, it was worth the 400 mile round trip. I noticed that the road leading to the docks was named 'Cavalier View'. — J. Trueman, Belper.

HMS CAILIFF is believed to be the last Isles-class Royal Navy armed trawler.

Following communications from the current owner, the possible preservation of this vessel as a museum ship has been restarted.

Last year we were informed that she was going to be sold to a scrapyard. However, we have just been informed that she is once again available.

The Historic Warship Preservation Trust is investigating this 'ship that wouldn't die' and we hope this time we can save her.

We would like to hear from interested people, especially those who served on Isles-class trawlers

either during World War II or after.

The Cailiff has been partially restored. Unfortunately the owner has moved from Norway (where she is currently located) to the USA. He wants to sell her quickly as he wants to buy another vessel there. — C.M. Tankard, Chairman HWPS, 8 Fair Park View, Mitchell, Newquay, Cornwall.

## Forgotten Wessex

REGARDING Aircraft of the Royal Navy No 13, it seems the 'Forgotten War' is now totally forgotten, as the Wessex HU5 first saw service in 1964 with 848 Sqn in HMS Albion during extensive operations in Aden and Borneo. 1967 was the year 845 in HMS Bulwark relieved the Albion which had by then completed an 18 month commission with the Wessex HU5 — B. Tebbutt, Cowplain, Hants.

Sorry, our source, Owen Thetford's British Naval Aircraft since 1912, got it wrong — Ed

# How Gannets ended their days in Germany

REGARDING HMS Ark Royal's Gannet 'starved of affection' (November issue) I may be able to answer the question as to how it managed to end its days on a children's playground in Germany.

At the time the carriers were paying off in the late 1970s, the RAF in Germany were looking for suitable airframes with which to practice aircraft battle damage repair (ABDR) techniques.

My husband, who is in the RAF, was working at HQ RAF Germany at the time and applied to the Navy for one or two Gannets.

Two were eventually allotted and flew into RAF Bruggen in 1979, where they were used by the ABDR Training Flight at No 231 Maintenance Unit.

They were popular because they were robust and could be repaired time and time again. They were frequently to be seen with engine and systems running and sometimes taxiing.

How one got into a kiddies playground is conjecture, but No 231 MU closed in the early 90s with the drawdown of the RAF in Germany, so it was either gifted or sold locally. — Lt J. Springett, Northwood.

## Family tradition

BEING a member of the HMS Prince of Wales and HMS Repulse Survivors Association I was very interested in your article on the passing of the oldest survivor of the Prince of Wales.

My late husband was a survivor of this ship, as was a very good friend, Alan McIvor, who passes on his copy of Navy News to me each month.

I was a member of the WRNS when I met my husband at HMS Glendower in 1944. We had two boys and a girl, all of whom joined the forces, the girl following me into the WRNS while one boy joined the Navy and the other the Army, both serving 25 years.

My father served in the RN in minesweepers during World War II and my brother-in-law was in the Royal Marines. My three brothers were also RN and like myself my three sisters all married sailors — quite a record and one to be proud of.

Now the younger generation of the family are carrying on the tradition.

Two nephews have served in the Navy and I'm very proud to say my grandson is now serving aboard the RFA Diligence as an engineer officer. — I. Eeles, Belfast.

## Stealing a march

THE NAVY team from RNAS Yeovilton who have completed the Nijmegen Marches may be the first Naval-entered team to do so — they are not, however, the first Naval ratings to manage it.

In 1965 whilst serving at Boscombe Down (13 JSTU) — but belonging to RNAS Yeovilton — I was one of the team of Naval ratings who completed the Marches that year.

That was a first for the Navy. We went with the RAF unit based at Boscombe, led by a Flt Lt Crow as an official Naval party.

The Marches that year were particularly special, as this was the first year that the Germans and the Israelis had been allowed to take part. Also, the Americans sent in particularly strong, highly trained teams, as the previous year they had had a high 'failure rate'.

These teams did some marvellous routines at the rest places with a jazz band.

The last day of the Marches was super, with the March through Nijmegen in full uniform. We Naval ratings were positioned in the centre of some 500 RAF personnel. This proved quite a surprise to the British admiral on the saluting stand.

We all enjoyed our four days of Marches and training and rest periods in Germany before and after the event. I remain very proud of the medal that we each received at the end.

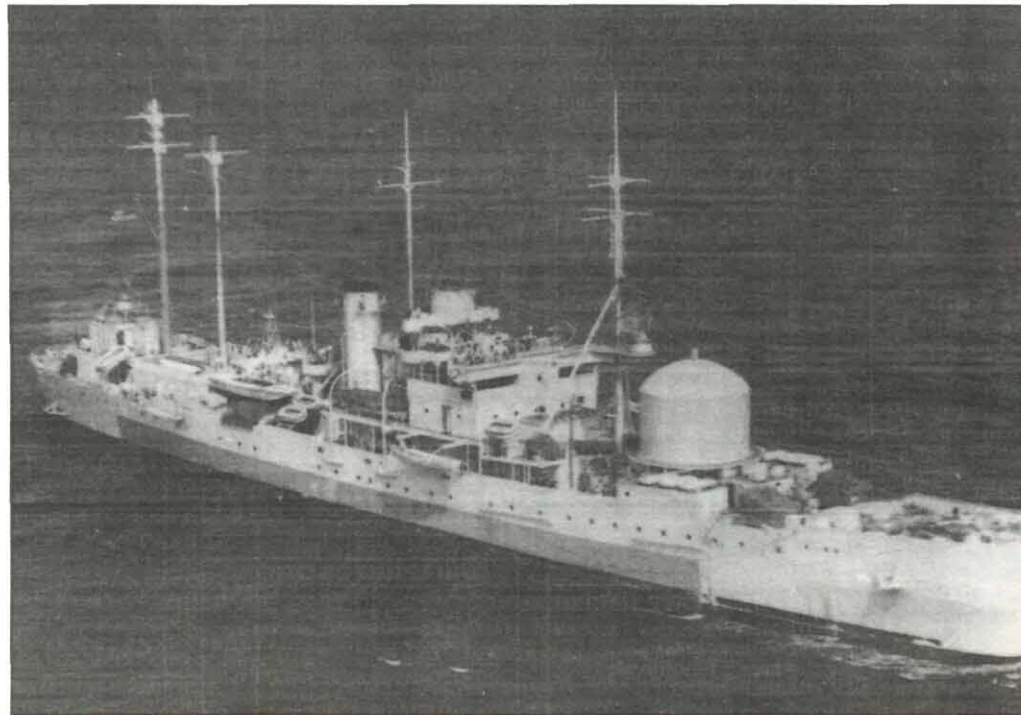
Well done to the lads of Yeovilton for their achievements. — D. Poulton, Penwortham.

**LETTERS to the Editor should always be accompanied by the correspondent's name and address, not necessarily for publication.**

## Boxer's biggest and best?

TALKING of glass fibre domes on warships (November letters), surely the prize for the biggest and best dome fitted to any ship must go to HMS Boxer, in which I served in the mid 1940s.

It certainly gave rise to some ribaldry and whether because of this or for good technical reasons, was later removed. — K.R. Arkell, Havant.



## Navy News

No. 522 44th year

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## Letters

# Graves in the far north and east

THERE has been correspondence in previous issues of *Navy News* concerning the grave of LA

William Hill in Tromsø, Northern Norway.

He was killed, together with Lt Benson Dare, the pilot whose body was never recovered,

when HMS Devonshire's Walrus aircraft was shot down in May 1940.

As the surviving crew member I was able to accompany his widow, Mrs Grace Dean, and his daughter, Mrs Adrienne Lydon, on a visit to the grave for the first time for all three of us.

We were met and wonderfully looked after by Cdr Leif Arneberg who had organised a Norwegian naval padre and a colour party to hoist the British and Norwegian flags at a short and sincere service, at which wreaths were laid.

The cemetery is the most northern of the War Graves cemeteries and has 33 graves of which 16 are Naval (11 Fleet Air Arm), two Army, two RAF and 13 Merchant Navy.

It is immaculately kept and peacefully dignified. — Cdr A.D. Corkhill, Salcombe.

I WAS very interested to read in the October issue the letter from D.W. Lodge regarding HMS Capetown berthed at Hankow during the Sino-Japanese conflict.

Prior to this event my father served on the China Station in HMS Cornwall. He was killed in July 1930 in an oxygen bottle accident and buried at the International Cemetery in Hankow (Grave No 443).

I wonder if this is maintained like other overseas sites cared for by the Commonwealth War

Graves Commission? — J.W. Jones, Plymouth.

The Commission does maintain some graves for the Ministry of Defence outside the area of its prime responsibility of the two world wars, but has none in China. — Ed.

## Galatea back on station and all *that* RAS

IN THE JUNE *Navy News* you published a picture of the 'first five-ship RAS since 1978'.

In the September issue you published my letter, wondering when the RN would carry out the 'first (?) six-ship RAS since 1967' and the photograph of the one carried out in August 1967 in the South Indian Ocean, en route to Australia.

Several people have commented that HMS Galatea's station keeping was a bit out. I enclose a bows-on view of the RAS, which shows that she got back on station between RFAs Retainer and Reliant.

A reminder — the ships are (left to right) HMS Minerva, RFA Tideflow, HMS Hermes, RFA Reliant, HMS Galatea and RFA Retainer. — J.H. Allison, Bicester.

## Bangors sharing the same fate

REGARDING the loss of the wartime HMS Cromer, remembered by the town of Cromer which has bestowed Honorary Citizenship on the Sandown-class minehunter that now bears her name, I well remember how the old Bangor-class ship met her end.

It was from Durban that Cromer led part of her Flotilla in the first attack on Madagascar. Following the capture of Majunga and Tamatave the remainder of our Division then proceeded to the Med where we in HMS Cromarty assisted in opening all the ports on the northern shores of Africa as the Army pushed Rommel to the west.

Cromer, assisted by Cromarty and Boston, had just cleared a large German minefield off Mersa Matruh when she struck another mine and was lost with many of her ship's company including her CO, Cdr R.H. Stephenson, whose leadership we all much admired.

Both Cromarty and Boston carried on and later, with Whitehaven, succeeded in opening most of the ports on that coast, enabling supplies to be landed in support of our Army chasing the enemy ashore.

Cromarty went on to help open up ports in Sicily, Italy and Sardinia — where she in turn was sunk by a mine in the Straits of Bonifacio. I was fortunate to survive, though badly wounded, and was picked up by one of our ships astern. — Cdr C.G. Palmer, RNZNVR, Herne Bay, Auckland, New Zealand.

Found in *Navy News* archives — this photograph of a model of HMS Cromarty, leader of the 14th Minesweeping Flotilla, made for Cdr 'Bunt' Palmer, DSC.



## The big idea:

Dave

Claire can't believe it! She's finally living in a house we can decorate! We bought it from Annington Homes, the company which is selling former MOD properties. And with my service and base discounts the price was unbelievable!

I've been given a bit of grief about my technique with a paint roller (apparently I'm slow). Still, the house is looking brilliant, and we're not arguing too much.

Anyway, you and Sue must drop by soon and check out my handiwork (map enclosed). I might even be allowed to slip out for a couple of swift pints!

Regards,  
Steve



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## People in the News



### Expert on hand to judge model boat club show



● Cdr Elliot Seatherton discusses details with John Gray at the Glasgow Richmond Model Boat Club. The club had asked if HMS Richmond, visiting the city, would send a judge along – but were surprised and delighted when the Type 23 frigate's commanding officer turned up. Cdr Seatherton, who is keen on model boats, was more than happy to cast an expert eye over Mr Gray's version of Richmond's Fourth Frigate Squadron sister ship, HMS Iron Duke.



A MOVE to Belgium obviously does something for your chances of promotion.

Two of the six petty officers at SHAPE – Supreme Headquarters Allied Powers Europe – have achieved the rank of Chief.

POWTR Tom Brady (above) and PORS Andy Moxon (below) are recent arrivals to the RN contingent in Mons.

And for Tom it was a double celebration – he has been selected for Special Duties officer training at BRNC Dartmouth.



### Lott awards at the double

TWO SHINING examples have received Herbert Lott awards for their initiative and effort.

WOM Claire Bostel (left) won a cheque for being top student on her OM(AW)1 professional – qualifying course at HMS Dryad.

Despite fierce competition, Claire maintained her lead throughout the course.

PO(CY) Bob Mack (right) was rewarded for his initiative over a broken link in a communications chain.

Bob discovered that HM ships around the world were signalling berth telephone numbers back to a civilian directory service which no longer operated.

PO Mack's efforts resulted in savings for the Navy.



### Wrens stay in touch

A GROUP of former Wrens visited RN air station Culdrose to see the Royal Navy of the 90s.

Some of the 17 members of the Wrens Association served at the Cornish base years ago, and remembered the first helicopters to arrive – the Dragonflies of the early 1950s.

Visits to the fire section and 771 Search and Rescue Squadron saw all the women – some in their 80s – clamoring inside the helicopters for a closer look.



# Medic visits tropical island



● POMA(SM) Dave McGarry.

A NAVY medic has been helping train first aiders on the tropical island of Mauritius.

POMA(SM) Dave McGarry was part of a four-strong tri-Service team led by Lt Col Abby DuBaree, Chief of Staff at Keogh Barracks, Aldershot.

"It really went well," said Lt Col DuBaree, who was born in Mauritius.

"We went to train about 40 military people, and ended up training police, national coast guards, anti-drugs squad and Seychelles Defence Force people as well."

Dave McGarry, who has served 15 years in submarines, is the RN

Lead First Aid Instructor at the Defence Medical Services Training Centre.

He instructs promotion courses as well as co-ordinating first aid training throughout the Fleet.

The month-long visit ended with a disaster exercise, in which 50 tea factory workers were made up as simulated casualties of a cyclone – the first time an exercise has been held on such a scale.

Some students were further trained to be first aid instructors, continuing the work of the British team after their departure.

Dave proved popular with the locals, who recalled the days of HMS Mauritius at Vacuas.

### Pilot to guide media

BRITISH Airways pilot Peter Benn has responded to an appeal from the Navy – and marks a milestone at the same time.

For Peter is also S/Lt Benn, Royal Naval Reserve, and he has answered a call for former serving Naval officers to serve at sea alongside representatives of the media.

Public Affairs Officers are required to have sea-going experience as well as familiarity with handling the media from a civilian career or a public relations appointment in the Navy.

The branch was formed as a result of experiences in the Falklands conflict, and PAOs have since served in the Gulf, Operation Haven, the former Yugoslavia, and at sea in the Adriatic.

Commodore Barry Leighton, Director of Public Relations (Navy), was on hand at the Ministry of Defence in London to welcome S/Lt Benn as the 50th recruit to the branch.

And Commodore Leighton was happy to echo the thoughts of his predecessors, who "could not do [his] business without the Public Affairs Branch."

● Welcome aboard – Commodore Barry Leighton (left) greets the 50th recruit to the Public Affairs Branch, S/Lt Peter Benn RNR.



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# People in the News



## Spencer knows the score

SPENCER Brown knows the score – and he's hoping his efforts will soon bring full England honours.

Spencer, a Royal Marines musician and a member of the Directorate of Naval Recruiting team, also manages to fit in a starring role for the Richmond rugby union team.

And his performances earned him places in the England Rugby Partnership and England A teams, both against the invincible All Blacks touring team.

"They were tough, very tough. Those were the biggest games of my life – to date – against the best team in the world," said Spencer, who plays French horn when he's not putting in crunching tackles on the wing.

"Now I have been in an England squad, hopefully I will gain full England honours."

Picture: LA(PHOT) Bunny Warren, 2SL.



● **Foxy Tiger** – Lt Cdr Foxy Connell (centre) is congratulated by Lt Cdr Robin Drewett, Commanding Officer 814 Squadron (left) and Capt Roy Clare, CO of HMS Invincible.

## Tiger is long in the tooth

A MEMBER of the Flying Tigers has just clocked up his 5,000th hour of flight.

It took 21 years service, spread over ten different squadrons, but Lt Cdr John 'Foxy' Connell achieved his personal milestone by landing on HMS Invincible.

Lt Cdr Connell joined the old Ark Royal in 1978 before heading off to the Far East for three years.

He has flown four types of helicopter, including Wessex 3s and Seahawks, and served

in seven front-line squadrons.

Highlights so far have included the Queen's Commendation for the rescue of 28 Korean seamen, a Flag Officer Naval Aviation commendation and the NATO Medal.

He now moves on to another squadron from his post as Senior Pilot of 814 Naval Air Squadron – the Flying Tigers – where he played a key role in the squadron obtaining both the Bambara Flight Safety Shield and the Rolls-Royce Efficiency Trophy.



● Barbara Beeston receives her late husband Mark's NATO medal from Capt Richard Lord.

## Navy man is remembered

A CRICKET competition has been started in Gibraltar in memory of a former Navy man.

The inaugural Mark Beeston Cricket Sixes Tournament was won by the tri-Service Gibraltar Provost and Security Unit team.

LRO(T) Beeston's widow Barbara was also presented with her late husband's NATO medal – he served a tour in former Yugoslavia.

● Like father, like son – HMS Ocean has held her first family reunion. While the Navy's new commando carrier was at VSEL in Barrow-in-Furness, Amphibious Operations Officer Major Simon Guyer RM hosted his father David on a tour of the vessel. David served as a sub-lieutenant under training in the last HMS Ocean, a light fleet carrier in service between 1945 and 1962.

## If you can't stand the heat...



IN THE middle of a heated conversation are CPO Billy Middleton (with blowtorch), S/Lt Kay Lewis (scorched midriff) and CPO Andy Gatherer.

The three, from Type 23 frigate HMS Richmond, were demonstrating the effectiveness of the ship's fire-fighting equipment. S/Lt Lewis is wearing a Fearnought suit, which clearly protects the wearer from high temperatures over short periods of time. Don't try this one at home...

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**SHARON, FUN LOVING,** 20, seeks gorgeous fun loving sailor. **BOX JAN 6**

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**SINGLE, FEMALE,** 26, seeks 6ft+, 27-34, male, naval rating, friendship. **BOX JAN 8**

**SINGLE, ATTRACTIVE female,** 28 seeks single male pen-pal, possible romance. **BOX JAN 9**

**EX NAVY** cuddly bloke, 46, VGSOH WLTN N/S feminine female **BOX JAN 10**

**SUE,** 36, GSOH, seeks Sailor/Marine for friendship/relationship, 29-37. **BOX JAN 11**

**MALE** seeks, female penfriend GSOH age 25-40. **BOX JAN 12**

**SLIM ATTRACTIVE** brunette, seeks good looking naval guy (25-35). **BOX JAN 13**

**SUZANNE,** 'built for comfort not speed!', looking for a male penfriend. **BOX JAN 14**

**SWEDISH/AMERICAN** blonde seeks handsome marines/sailors for penfriends. **BOX JAN 15**

**SINGLE ORIENTAL** female seeks completely single navy male genuine penfriend (28-36) **BOX JAN 16**

**UNNATCHED FEMALE,** 36, enjoys outdoors & sport. Seeks male penfriend **BOX JAN 17**

**WANT A** penpal or relationship, fun, loving, caring woman age 33 **BOX JAN 18**

**BRUNETTE LOOKING** for officer who flies helicopters/jets if possible A.L.A **BOX JAN 19**  
**FEMALE GRADUATE,** 24 many interests, seeks genuine penfriend with G.S.O.H **BOX JAN 20**  
**SUE,** 37, slim, blonde hair, blue eyes, seeks penfriends **BOX JAN 21**  
**FEMALE,** 39, Tall, slim, brown/brown landlocked in Cornwall. Please write **BOX JAN 22**

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## FOR SALE

**FOR SALE:** LIEUTENANTS Uniforms 1x G and H N°5, 1xG and H Mess Undress 2x N°5 Blue, 1 Soft-Top cap (67/8). I am 5' 11", 37w x 31L - £300 as a job lot - 0121-628-3813.

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R.N Ships - Past and Present

## A VERY HAPPY NEW YEAR

"Blessed are they which do thirst" St Matthew 5:6

Love from Dudley & Gina

## Get Wise on DCIs

## Marines to replace RN commando aircrewmen

ROYAL MARINES are to replace RN ratings as aircrewmen in helicopters of front-line Naval commando squadrons — although the transfer involving 49 billets is not expected to be complete for ten years.

The decision has been made after an extensive study into maintaining the operational capability of the 'Jungly' squadrons of the Fleet Air Arm. It reflects the greater ground training of the Royal Marines and the fact that RN commando aircrewmen are

drawn from the anti-submarine sub-specialisation, and therefore have to be dual trained.

A course for RM aircrewmen (RMAC) has been trialled, and special emphasis will be placed on navigation, flight planning and load lifting. The training will be consolidated by on-job training with a front-line squadron. On successful completion, Marines will be promoted to corporal.

RN commando aircrewmen will continue to serve until at least the completion of

their current engagements. Routine transfer from ASW to commando sub-specialisation has ended for Naval ratings, and now only Marines normally will be recruited, unless the Corps is unable to meet the manning requirement for RMAC.

Advancement and promotion for RN commando aircrewmen in the early years of transition will be slower, and second open engagements will be restricted to ratings who can be employed in the long term.  
DCI RN 168/97

# Officer list will go in 3-tier plan

A THREE-TIER commission structure for RN and RM officers has been endorsed by the Navy Board and will be introduced from April 1, 1999.

The new measures will abolish the General, Supplementary and Special Duties List — the latter for officers promoted from the ranks.

The structure reflects the unwillingness of recruits to commit themselves for very lengthy periods, and the employer's need for flexibility.

From April next year all entrants to the officer corps — whether from outside or from the ranks — will embark on an Initial Commission (IC) spanning 12 years for RN officers, eight for RMs and six for chaplains, allowing progress by selection to the rank of lieutenant-commander.

At the 3-5 years service mark, all such officers will be eligible for competitive selection, based on requirements, to a Career Commission (CC) which will extend a career through to 16 years and could take the officer to Commander RN or equivalent.

### Full term

Officers on CC will be eligible to transfer to a Full Term Commission (FTC) after eight years service up to a year before expiry of their Career Commission. An FTC would take them to retirement at the age of 55.

Although the SD List will be abolished, former SD candidates will be known, for selection and training purposes, as Senior Upper Yardmen in the RN and Senior Corps Commissions in the RM.

The normal age range for promotion to officer under the SUY and SCC scheme will be standardised as 26-46.

Under the new system, previous experience and skills of all officer entrants will be recognised in seniority awards, unlike the pre-

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sent system which takes into account only those of graduate and SD officers.

The final transfer boards under the existing rules will sit at the end of next year, and officers who are selected will move to the appropriate stage of the three-tier system. Short career commissions will become ICs, medium career commissions will become CCs, with others transferring to Full Term Commissions.

While the Navy Board point out that "there is no practical mecha-

nism" that would allow all officers serving before April 1, 1999 to serve to the age of 55, selective extensions of service will continue, and manpower planners will keep retirement policy under review.

The three-tier commission (or 3TC) does not include medical, dental or nursing officers, whose career structure is the subject of separate work. Nor does it affect the Careers and Family Service branches which will continue to be governed by separate arrangements.  
DCI RN 190/97

## Pregnancy: Study rules before it happens...

SERVICEWOMEN are being advised to study the Forces' and Social Security rules about pregnancy before they consider starting a family — and at the latest when their pregnancy is confirmed.

They should be familiar with the lengthy DCI on the subject, and booklets and manuals published for pregnant women by Government departments. If they do not understand any of the sometimes complex regulations, they should consult the divisional officers or equal opportunities advisers who can also provide RN guidance on maternity arrangements.

For administrative purposes it is helpful to know a Servicewoman's plans as soon as possible, including the expected date of childbirth, whether she intends to leave the Service — and if so her intended last day of Service.

Servicewomen who are pregnant are entitled to reasonable time off with pay, to keep medical and ante-natal appointments. They can choose to leave or take maternity leave or absence subject to certain conditions.

Servicewomen leaving the Armed Forces have no right to return after childbirth, but may apply to re-enter. If there are changed circumstances, such as stillbirth, women who have left on grounds of pregnancy will be allowed to return if at all possible.

Servicewomen returning to duty will wherever possible have their drafting/appointing preferences met, but it may not always be possible for them to return to the same post or unit. DCI JS 124/97

## Help over 'complex' Merlin systems

A MERLIN User Support Centre has been set up to help operators and maintainers to realise the full potential of the new Merlin helicopter's highly complex systems.

The MUSC is seen as a key factor in support for the aircraft's software and computer systems and will be based at RN air station Culdrose.

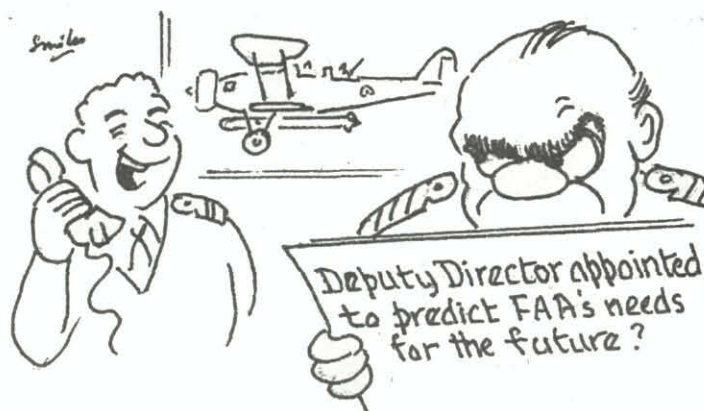
The Centre will take over most of the responsibilities and tasks of the Sea King Tactical Centre and will continue to act as the Type Air Station co-ordination and monitoring authority for the anti-submarine variant of the Sea King helicopter until the aircraft is withdrawn from service.  
DCI RN 169/97

## Aviation's man of the future

NAVAL AVIATION is to get a man for the future.

The final report on the future arrangements for the support of Naval aviation identified the need for changes to the organisation of Director General Aircraft (Navy).

They included establishment of a Deputy Director (Future) — Capt Simon Henley. He and his staff will be responsible for the development and definition of strategy and policy for the future support of Naval aviation so that requirements are met in time and cost-effectively.  
DCI GEN 264/97



'A lady called Mystic Meg's offering to sell you her crystal ball, Sir!'

This regular feature gives general information about new Defence Council instructions affecting conditions of service. If they apply to you, study the full, original text.



# Helping Hands

## In brief

A VIKING boat race down the Thames helped to raise over £1,000 for Macmillan Cancer Relief.

The race, organised by CPOPT Dave Pepper, saw teams of six from the Royal Naval College Greenwich and Macmillan Nurses racing from HMS President to Greenwich Pier.

The total was boosted by walkers and runners who took on the 'Macmillan Mile' challenge with the biggest single donation of £200 being raised by Mrs Val Brown.

AN INTREPID team from HMS Somerset kept the ship's rowing machine whirring away non-stop during her passage from the Falklands to Montevideo.

A team of 20 covered 1,363km in just 96 hours, raising £508 for the ship's charities chest.

HMS ARK ROYAL'S Lt Jonathan Reed has the pleasure of presenting £60,000 to the Anthony Nolan Bone Marrow Trust after one of the charity's most successful fund-raising events to date.

The ship hosted a sponsored abseil for 300 fundraisers and the most successful of them, Paul O'Shea from London, returned to HMS Ark Royal for the presentation to the Trust.

FOUR athletes from the new Joint Services Command and Staff College took part in an 88-mile race along the South West Coast Path.

Lt Col Angus Loudon, Wg Cdr Fred Harbottle, Cpl Gareth Williams and Cdr Campbell Christie finished with an aggregate time of 16 hours and raised £260 for the Princess Diana Memorial Fund.

And the fund was boosted by a further £530 after a team from Centurion Building, Gosport hiked 44 miles along the Test Way from Southampton to Inkpen Beacon.

They were LReg Graham O'Reilly, POPTI Steve Gibson, Lt Sandra Watts, Lt Anna Taylor and Cdr Derek Hart.

CHILDREN at The Willows Special Nursery in Portsmouth were delighted by a visit by bandsmen from HMV Britannia.

Tunes such as Bare Necessities and Congratulations thrilled the youngsters during the visit, arranged by Sergeant Bugler Andy Travis whose son Kirk used to attend the nursery.

And at the end of their visit the musicians left behind a donation of £152 for two 'Britannia' rhododendrons and a novelty seat.

RUNNERS from the Commando Helicopter Force's Arctic Warfare School ran over 100 miles in 7 hours to raise cash disabled children.

Their efforts raised £225 and resulted in RPO Andy Knight losing his beard after staking it on the team's failure!

HMS DRYAD'S volunteer band raised £800 for KGFS through a charity concert at the School of Maritime Operations at Southwick. RM Colour Sergeant Graham Holman presented the money.

# Triumph for round-Britain bikers!

A ROUND-BRITAIN ride by the Navy motorcycling club raised a staggering £14,000 for the BBC's Children in Need appeal.

The riders covered over 2,000 miles in a week-long journey which took them to more than 20 Naval establishments around the country.

Personnel as far apart as RN air station Culdrose in Cornwall and RNAS Prestwick in Scotland were called upon to donate to the annual appeal.

And at the end of their journey the team rode to the Bournemouth International Centre where Rear Admiral Terry Loughran, Flag Officer Naval Aviation, presented the money to the BBC on live TV.

Admiral Loughran, a Harley Davidson owner himself, is patron

of the RN Motorcycle Club.

It is the sixth year in succession that the club has supported the Children in Need Appeal with a round-Britain ride and this year's efforts brings the total raised so far to more than £70,000.

## Generous

The riders reported an enthusiastic response to the appeal from all establishments, and collected between £400 and £1,000 at every stop.

But their week on the road coincided with some of the worst weather of the year with heavy rain

and high winds most of the way.

The bikes used on the journey were loaned by Honda UK and included Pan European ST100s, a CBR1000 Blackbird, a VFR 750 and a Vtr Firestorm.

The riders themselves came from all six branches of the RNM, RNAS Yeovilton, HMS Sultan, HMS Drake, HMS Warrior and Scotland.

CPO Lionel Broadhurst, a veteran of four round-Britain rides, couldn't take part this year due to a draft to HMS Illustrious.

But with no motorbikes in sight, he still managed to collect £1,000



Members of the RN Motorcycle Club who helped to collect £14,000 for the Children in Need Appeal on their round-Britain ride.

for the appeal by pacing the ship and encouraging people to part with their money!

## Aspiring to new heights

THE SPINAL injury charity ASPIRE is calling for teams of climbers to tackle the Three Peaks Challenge in June.

Teams of four are wanted to tackle the highest mountains in Scotland, Wales and England in just 24 hours.

The event takes place from June 5 to June 7 and is expected to raise up to £50,000.

Only 60 teams will be able to take part and participants must pay a £12 registration fee which pays for a T-shirt, car sticker and a cooked breakfast at the end of the event.

For more details, call Ann Frampton on 0181-954-0701.

## Gunners have a soft spot for little Olivia

POMPEY field gunners showed a softer side to their nature by putting their weight behind a fund-raising drive for a cause which is close to their hearts.

One of their number, HMS Edinburgh's PO Bill Parry, has a daughter who suffers from a rare genetic disorder which affects her speech, learning and co-ordination.

## Disappointment

Bill had hoped to send three-year-old Olivia to the USA for a unique form of therapy which involves swimming with dolphins, but was let down by the organisation which was going to fund the trip.

When Bill's colleagues heard about the disappointment they secretly spent the next four months raising the £7,500 needed for the trip to Florida themselves.

They gave the couple the good news that the target had been reached at the end of season dinner after their Royal Tournament victory over the Fleet Air Arm, and Olivia's speech has dramatically improved after her trip to the Miami Seaquarium.

## Gruelling day out helps to bring hope to the homeless

SUBMARINERS from HMS Dolphin volunteered for a gruelling day on the RN School of Leadership and Management's obstacle course to raise cash for homeless people.

Lt Tim Woods, CPOs Max Wall, Mini Cooper, Phil Press and John Ramm (from the RN Submarine School) and Mrs Barbara Wall all successfully completed the course under the watchful eye of CPO Mal Tonge.

Between them, they collected over £600 for the Worcester-based charity HELP, which was founded by CPO Wall's late father-in-law, Mr George Hutton.



Slippery slope: the RNSMS team get to grips with the mud bank at the RN School of Leadership and Management.

## Christmas fun for the not-so-young

HMS SULTAN laid on a spectacular Christmas party for over 250 of Gosport's senior citizens last month.

The party was the product of a year's worth of raffles in the Warrant Officers and Senior Rates Mess and the food, drinks and entertainments were all free of charge.

One of the highlights of the evening was a band playing popular WWII songs, which were given strong vocal support!

## Got any good sea stories?

The Directorate of Naval Recruiting is developing a new Royal Navy advertising campaign based on examples of the peacetime roles of the Royal Navy such as its fight against terrorism, anti-drug smuggling, search and rescue operations or any activity or event which illustrates achievement through teamwork. If you have any interesting stories from your personal experiences, we'd love to hear from you. Stories to be 150 words maximum.

Prizes awarded for any stories eventually used as basis for commercials.

Please contact the following address, with your name, service number and address details included:

**Stuart Reed**  
Assistant Director (Marketing)  
DNR Room 130  
Victory Building  
HM Naval Base  
Portsmouth  
Hants  
PO1 3LS

Fax: 01705 727266



## Two tales of endurance – and one of Endurance

### Ice patrol ship set for warm welcomes

WARM welcomes are assured for ice patrol vessel HMS Endurance on her current deployment.

The Royal Navy ice-breaker is once again sailing around the remotest corners of the southern hemisphere, ferrying personnel and equipment and surveying poorly charted waters.

Since leaving her home port of Portsmouth at the end of October, Endurance sailed south via Madeira and South America, and she is due to spend the Christmas period in South Georgia and Grytviken.

Early January will be spent in Chile.

There are several objectives for the deployment, apart from the numerous goodwill visits and informal calls on international Antarctic survey bases.

Surveying tasks include boatcamps in the Falklands and South Georgia, and a ship survey in the Erebus and Terror Gulfs in the Weddell Sea – an area popular with cruise liners and charter vessels but which is poorly surveyed.

Civilian scientists, particularly from the British Antarctic Survey, will be assisted by the ship's hydrographic team, and the ship will also help police the Antarctic Treaty.

She is due home in May.

● *Slush hour – stretches of open water formed an additional hazard to Royal Marines Sean Chapple and Alan Chambers during training in northern Canada.*



## Pair aim for the top

ROYAL Marines Sean Chapple and Alan Chambers are aiming high – for the top of the world, to be precise.

They hope to join the select band who have walked unaided to the North Pole – and there are fewer of them than men who have stood on the moon.

If they succeed, Sgt Chapple (30) and Cpl Chambers (29) will be the first Britons to have passed this most gruelling of tests.

Early last year they spent nine weeks at Resolute Bay in Canada, testing equipment and procedures and walking up to 200 miles in temperatures down to minus 60C.

Now they are counting the days until the expedition starts in earnest – weather permitting – on March 1.

They will set off from Ward Hunt Island, and the early stages will prove particularly tough, with short days, huge

pressure ridges and drifting ice – it is not uncommon for walkers to cover two miles in six hours and then drift back the same amount overnight.

Later they will face stretches of open water, over which they will have to paddle their specially-adapted sledges.

Food will consist of rolled oats and oatmeal blocks with a hot drink for breakfast, nuts,

fudge, peperami and soup during the day, and beef, chilli or pasta in the evening, with clarified butter for additional fat.

The Royals will take a shotgun with them to ward off polar bears.

They intend to keep in touch through radio, satellite beacon, and regular Internet bulletins hosted by Robertsbridge Community College in Sussex.



● *Come in, number 20 – John Bryant and Steve Lee arrive off the coast of Barbados.*

## Awesome feat by RM oarsmen

TWO ROYAL Marines corporals have crossed the Atlantic in a rowing boat.

John Bryant and Steve Lee completed the 3,000 mile crossing from Tenerife to Barbados in two months – beating their target of 66 days by almost a week.

The pair were part of the Atlantic Challenge, organised by Sir Chay Blythe, which saw 30 teams set out in 24ft rowing boats.

The course for the longest rowing race ever held gave competitors the most favourable currents and winds, and avoided the Caribbean hurricane season.

For the 62 days John and Steve rowed Kielder Atlantic Challenge two hours on, two hours off – cramming eating and sleeping into their two hours off.

Sleep proved difficult during storms in the first fortnight, but they hit no further problems.

## Naval base back in the bidding

PORTSMOUTH is expected to start bidding for warship refit work again after a five-year-break.

Fleet Support Ltd has signalled its intention to bid for the refit of Portsmouth-based HMS Lancaster, due at the end of the century.

Fleet Support, which officially took over from FMRO – the Fleet Maintenance and Repair Organisation – at the end of last year, is a joint enterprise between Vosper Thornycroft and VSEL (GEC-Marine).

## Squadron takes up sword

THE ROYAL Navy's "little ships with big hearts" have been presented with the prestigious Wilkinson Sword of Peace.

Now known as the First Patrol Boat Squadron, in recognition of their increasingly wide-ranging deployments, the craft of the Inshore Training Squadron (ITS) were honoured for their ambassadorial role during 1996.

Presenting the sword to Lt Cdr (now Cdr) Peter Lewis, Senior Officer ITS, Second Sea Lord Admiral Sir John Brigstocke spoke of the fact that the squadron "reached many ports that larger Royal Navy units cannot, projecting a positive image of the Royal Navy, Britain and its young people."

The squadron was praised for its part in the 300th anniversary celebrations of the Russian navy in Kaliningrad, where the ships attracted 4,000 people when they were open to visitors.

"The fact that your 'little ships with big hearts' stole the show clearly demonstrates the valuable contribution the Inshore Training Squadron has made to the Royal Navy's impor-

tant work in projecting the best of Britain around the world," said Admiral Brigstocke.

"You have made a highly-significant contribution to peace, especially through the planting of new seeds of friendship amongst young people."

"As the Inshore Training Squadron passes into history, you must, as the First Patrol Boat Squadron, uphold the professionalism and high standards you have set."

Other visits carried out by some of the 16 ships and 800 undergraduate honorary midshipmen were to Lithuania, Poland, Germany, Denmark, Sweden, Holland, France and Spain.

■ The first of two new Archer-class patrol craft has been named at a shipyard in Troon.

HMS Tracker replaces HMS Loyal Chancellor, the University RN Unit ship for Oxford; sister HMS Raider, which will replace Cambridge's HMS Loyal Watcher, will be named in the spring.

The naming of HMS Tracker was carried out by Dame Jennifer Jenkins, wife of Lord Jenkins of Hillhead, Chancellor of Oxford University.

## RN falls into line on fitness testing

ANNUAL physical fitness tests are to be introduced for members of the Royal Navy from April 1, 1999.

The Navy Board is introducing tests to ensure the combat effectiveness of the Service and to bring it into line with the Army and RAF, and the majority of NATO navies who test on a regular, consistent and Service-wide basis.

At first the tests are planned for everyone under 25 on April 1, 1999, but they will be extended progressively each year, in five-year age bands, so that by 2004 all under the age of 50 will be tested.

Those over 50 will be tested on a voluntary basis, and for over 40s there will be a choice of test – either a timed run or a bleep test.

For most, the test is likely to contain two elements – a test of power and strength, related to tasks such as moving a casualty; and stamina, requiring personnel to meet standards adjusted for age and sex.

The pass criteria would not be set at an unrealistic standard, and it is expected that the great majority would have little difficulty passing, especially as there will be three months notice of the test date.

Those who do fail will have to undergo a programme to enable them to reach the standard, but in the rare event of repeated failure, personnel could face discharge.

## Gib issue is on ice

THE UK has agreed to work starting on changing NATO's European command structure – but now wants to see concessions from Spain.

Preparations can now begin to cut the number of European commands by almost two-thirds, to 22.

But the UK has made it clear that it wants to see changes to Spanish restrictions on military flights and sailings to and from Gibraltar before it will allow the NATO changes to be implemented at the end of this year.

## Nuclear tests case is heard

THE EUROPEAN Court of Human Rights is considering a plea by British nuclear bomb test veterans over access to Ministry of Defence records.

Veterans have claimed they are suffering illness as a result of witnessing nuclear blasts in the 1950s.

A MOD spokesman said two major studies, including one by the National Radiological Protection Board, had concluded there was no long-term detectable effects on the veterans' expectation of life or on the risk of developing cancer or other fatal diseases.

The court is not expected to rule before the spring.

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# Falklands memorial chosen

WINNING design for the Falkland Islands Memorial Chapel at Pangbourne College, Berkshire was announced last month by Chairman of the Royal Fine Art Commission, Lord St John of Fawsley.

From a short list of five out of 73 entries in a rare competition for the Commission – only other one was in 1924 which produced the famous Gilbert Scott telephone box – the winner was the Crispin Wride Architectural Design Studio, whose work includes Newcastle International Airport terminal.

The £1.6 million chapel design's two curved sides evoke a ship's hull. It would not be a memorial to war, said Lord St John, "nor a memorial to Lady Thatcher... it is a memorial to all who laid down their lives in those extraordinary times."

"To lay down your life for a friend is still the highest form of sacrifice – and it should be recognised."

Public memory of such events was not short, he insisted, citing the recent resurgence of support for Remembrance Sunday, not least among younger people, which was becoming "more and more

important to the identity of the nation."

Admiral Sir John Woodward, the 1982 Task Force Commander, handed cheques to cover expenses to the rest of the short list. Money for the project was still being raised – two applications for Lottery funding having been turned down – but building was expected to start in the summer.

● The Queen Mother has spoken out against the growing trade in war memorials. Churches and chapels are being closed down at the rate of one a week to be converted into restaurants or character homes and many of the memorials they contain are being sold to antiques dealers. In a letter to Ian Davidson, founder of the Friends of War Memorials, her private secretary wrote: "The Queen Mother indeed hopes that with the help of the Royal British Legion you will be able to stop the practice of memorials and rolls of honour dedicated to those who lost their lives in action being sold as souvenirs or novelties."

## Touch and feel Navy in action

ARTIST'S impression of part of the new £13m Action Stations attraction planned for Portsmouth Historic Dockyard, part funded by the Millenium Commission and due to open in Spring 2000.

As reported last month, the facility in Boathouse No 6 will be unique in bringing the modern high-tech Navy within reach of the public.

It will feature a 275-seat auditorium housing the biggest screen in the south of England and an interactive exhibition where 'virtual reality' technology will allow the visitors to try their hand at flying a helicopter, steering a ship through hazardous waters, tracking an enemy and firing missiles.

● One of the last receptions in HMV Britannia showcased the stunning £5 million Development Plan for the adjacent Royal Naval Museum, hosted by the museum's president, the Princess Royal. Work is expected to be complete by autumn 1999. There will be a special feature in our March edition.



*Fantastic indoor and outdoor facilities, surrounded by superb countryside and beach locations*

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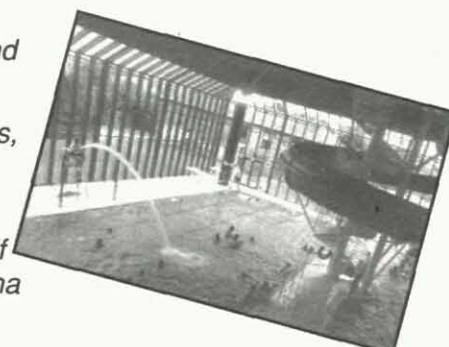
The China Fleet offers a wealth of choice with three bars, Adult Lounge Bar coffee lounge and the mouth watering Farmhouse Restaurant.

At the China Fleet Country Club when the day draws to a close you can return to your own apartment, relax in front of satellite TV, prepare a light meal in the fully equipped fitted kitchen or simply contemplate tomorrow's offerings - Squash, Badminton or let the children loose on the Bouncy dragon.

For a free copy of China Fleet Country Clubs 'Making you Welcome' brochure, with prices to delight you, 'phone (01752) 848668 now!

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## Freelander scores on price and premiums

LAND ROVER'S new Freelander, the company's first foray into the popular sports utility market, is set for a storming start with competitive prices and very low insurance ratings when it goes on sale this month.

There are three principal styles - Softback, Hardback and Station Wagon - with two specification levels, standard and XE, and choice of petrol (i) and diesel (di) engines in each.

On-the-road prices will start at £15,995 for the Freelander Softback i, the diesel costing £1,000 more and the XE speci-

cation adding a further £2,000, so that the Softback XE di is £18,995.

The same applies to the other body styles, with the Hardback from £16,495 to £19,295, and the Station Wagon from £17,995 to £20,995.

### Optional extras

Options on the i/di - standard on the XE - include a pack comprising ABS braking, traction control and hill descent control at £995, front passenger airbag (£299), 15-inch alloy wheels (£450), and six-speaker sound system (£175). Glass targa roof panels on the

i/di Hardback add £145.

Other options include air conditioning at £695 and a towing pack at £145.

The good news on the insurance front is that all i/di models have a rating of Group 8E, and XEi/XE di models are 9E, which is extremely competitive.

With the E suffix indicating that the vehicles exceed security level requirements, the bandings are low because of the comprehensive alarm, immobiliser and security systems and competitive repair costs resulting from details in construction including polymer front fender panels.

Insurance agents **BRADFORD & HATCHER LTD** (established 1967) offer

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## TEST DRIVE

### Turbo Volvo is an eye-opener

VOLVO continues to shrug off its old staid image with a succession of sporty road machines, and with the background of prominence in the British Touring Car Championship these are real high performers.

Just launched are new versions of the S40 (saloon) and V40 (estate) which with low pressure turbocharging of the 2-litre engine give both slick 160bhp performance and improved fuel economy. These are designated with a T suffix.

But they follow hot on the heels of the 1.9-litre S40 T4, which with 200bhp on tap can rocket the car from standing to 60mph in a fraction over seven seconds and has the potential for a top speed of nearly 150mph, almost mirroring the performance of the non-turbo S40 racers.

Courtesy of Volvo main dealers Cambridge Garage at Bedhampton, I was able to sample the delights of this machine, and it was a real pleasure.

In a way it is something of a wolf in sheep's clothing; the lines are sleek and bold without being aggressive - spoilers don't always reflect what is under the bonnet, and what Escort Cosworth driver would expect to be left standing by a mid-sized Volvo saloon?

The economy is also practical, from 20.6mpg on the urban cycle to 40.4mpg on the extra urban, giving an average a fraction under 30mpg - respectable for many far less lively family saloons.

The five-speed manual transmission is slick, and the addition of a Volvo-developed traction control system called Dynamic Stability Assistance (DSA) means it maintains full directional stability and maximum road grip.



By Glynn Williams

This car has no vices - throttle response is lagless but it is not going to run off with you if your toe switches, and it is calming and relaxing to drive through its very incisiveness.

Yet the combined fuel economy figure of 29.72mpg shows that Volvo has again found the right balance of first class sporting performance with acceptable consumption.

The T4's suspension is tuned for handling, the independent front and rear suspension having two settings - sport and comfort - while the power steering has a 'fast' high ratio.

The latest generation anti-lock brake system is standard, with electronic brake distribution to ensure maximum braking efficiency on all four wheels.

The bottom line - how much? - is another welcome surprise, with on-the-road prices ranging from just £20,125 for the S40 T4 saloon to £24,625 for the luxury specification V40 T4 CD estate.

Standard equipment on all six T4 models includes the full Volvo side impact protection system, driver's airbag, a three-point seatbelt for all five seats, central locking

with immobiliser, electric windows and door mirrors, six-speaker RDS stereo radio/cassette, split/folding rear seats and height adjustment for the driver's seat and steering column.

And, despite the high performance, running costs are kept low with service intervals of 10,000 miles/12 months with a fully comprehensive warranty for 60,000 miles/ three years which includes batteries and exhausts.

### CAR FACTS:

Model: Volvo S40 T4  
Price: £20,125  
Engine: Turbocharged 1.9-litre 16-valve producing 200bhp  
Transmission: Five-speed manual change  
Performance: 0-62mph in 7.3 secs; top speed 148mph  
Economy: 29.7mpg

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# It's the Boat Show's biggest boat . . .

NAVY NEWS will be at the London International Boat Show this month – together with a massive 30ft high walk-through replica of a submarine.

The half-size reproduction of an RN nuclear boat is the main feature of one of the biggest stands in Earl's Court, packed with hands-on exhibits.

Visitors will be able to listen to the underwater world through sonar as they trim the submarine through the ocean's depths.

The show will be opened by the Corps of Drums from HM Royal Marines Band on January 9 – and close it with 'Sunset' on January 18 when the White Ensign will be lowered by sailors from HMS Collingwood.

Said Commodore Barry Leighton, the RN Director of Public Relations: "Our participation in this show gives us an excellent opportunity to demonstrate what the Royal Navy does, how we do it and why."

"It also gives the thousands who visit the stand the chance to meet and to talk to sailors at first hand and hear how they go about their work."

## Double act for droggies

AN AGREEMENT to enhance maritime safety and avoid duplication of effort in producing Admiralty charts of the River Thames and estuary has been signed by the Port of London Authority and the UK Hydrographic Office.

It marks formal recognition of the role the PLA's Hydrographic Service plays in surveying the Thames and the transfer of the data as the primary source for charts covering the area. Signatories were the Hydrographer of the Navy, Rear Admiral John Clarke and his PLA counterpart, Rear Admiral Bruce Richardson.



## Last parade at the home of the Lynx

LAST Ceremonial Divisions at HMS Osprey were viewed by Flag Officer Naval Aviation Rear Admiral Terry Loughran.

In all, 14 platoons and the Admiral's Guard paraded on the airfield at Portland after the Admiral's inspection of the air station's various

## London call for Argyll

AFTER a strenuous four weeks work up in preparation for her Standing Naval Force Mediterranean deployment HMS Argyll took a week's break in London.

The trip up the Thames was a first for most of the ship's company and the official reception she held the day after her arrival culminated in a spectacular firework display with the Type 23 frigate providing an impressive backdrop behind Tower Bridge.

Thereafter it was a busy visit for the ship's company, with a Careers Forum, Variety Club children's party and visits by members of the House of Commons Defence Select Committee included on the agenda.

Ashore, members of the ship's soccer squad achieved a 2-2 draw against members of the Metropolitan Police and had fun skidding a squad car at their Driving School while another 30 members of the ship's company were lavishly treated at a reception given by the Worshipful Company of Paviers.



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## Nelson's winning walls

RESTORATION of a building complex in HMS Nelson has won a design award.

The gymnasium and associated buildings, including the famous clock tower, were adjudged best restoration for 1997 by the Portsmouth Society, which gave the prize for "the enormously high standard of workmanship and attention to detail in replacing the decaying brickwork and stone to the highest standard, supervised with great enthusiasm by Mr Peter Williams and Mr O'Shaughnessy."

Pictured at the unveiling of a commemorative plaque are Cdr Iain Shepherd, Commander HMS Nelson, and Lord Mayor of Portsmouth Tony Golds.

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OPERATIONS



"We are thinking your sailors wiser to stick with Line Dancing than copy us?"

## NEWSVIEW

### Common cause of Jack and Ivan

THE PROSPECT of exercises with the Russian Navy would have seemed remote in the extreme just a few years ago – but only for political reasons.

In fact, whenever confrontation between nations recedes, naval co-operation offers the best immediate opportunity for building bridges. Because sailors share a common bond, facing as they must a common enemy.

The title of the best-known novel of the Battle of the Atlantic – the biggest, longest and most terrible of all sea battles – identifies only one. The Cruel Sea itself.

The Russian Navy which was to become one of the most powerful in the world owed its genesis to the vision of Peter the Great who, realising the importance of naval power for a country that was first and foremost a continental land power with next to no naval tradition, came to England 300 years ago this month to study shipbuilding.

Naval links between Russia and this country have continued to have a long, if sporadic history ever since. Leaving aside the Cold War – the biggest, longest naval exercise ever, you might say – we have only once been on opposite sides.

When in the last two decades of the 19th century Russia aimed to build up its fleet so that it could, in alliance with another, be capable of meeting any possible adversary on equal terms, it turned to the British yard of Yarrow to produce its first successful, first-class torpedo boat.

This type of vessel would be a highly important element in all the major navies – and by 1884 Russia led the world with no less than 115 of them.

British yards produced many capital ships for the Russian Navy, too, in the years before World War I – including Vickers' *Rurik* – one of the finest armoured cruisers ever built.

The speed and enthusiasm with which the Russians have lately welcomed the chance to operate with the Royal Navy have delighted Defence Secretary George Robertson and his Senior Service chiefs. Some might balk at the problems of language, doctrine and practice – but we have more in common than is generally recognised. And in some areas the Russians have long been ahead of us.

As Anthony Watts has noted in *The Imperial Russian Navy* (Arms & Armour, 1990), as long ago as World War I the foundation of co-operation between all three of her armed services was laid down and gradually built on post war, while in other countries the services continued jealously to guard their own private 'empires'.

In the Dardanelles in 1915, the Royal Navy found that amphibious operations required meticulous planning and specialised ships – while the Russians had already conceived purpose-built ships for conducting the same in the Black Sea and also constructed an artificial harbour.

In a number of important naval operations (the Russian Navy is popularly supposed to have taken little part in World War I but quite the contrary is true – even after the Revolution) they developed the strategy and tactics of amphibious warfare, transporting strong forces of troops and landing them safely on hostile shores.

This is one of the Royal Navy's three 'core capabilities' today. "Finally," Watts observes, "there were the incredibly successful Russian mining operations, conducted in both the Baltic and the Black Sea. This form of warfare was developed to such a degree that the Russians have been able to build on this knowledge and develop their present-day extensive capability in mine warfare."

Today the Royal Navy leads the world in mine countermeasures.

So although the present plan for exercises with Ivan concedes no place for warfare, focused as it is on humanitarian and disaster relief operations, if we ever had to take up the cudgels together we might face up to a common adversary with more in common than we ever imagined.

## RUSSIA/RN EXERCISE

### ■ From front page

including ship visits, language and technical training and information exchange on issues such as doctrine, procedures, communications and safety.

Exercises with the Russians have been held before – as revealed by *Navy News* in May 1996 when HMS Gloucester welcomed the frigates RFS Admiral Levchenko and the USS Samuel B. Roberts to exercises off the South Coast. And the Royal Navy has taken part in joint maritime talks with the two countries since 1988.

But this programme is the first purely bilateral arrangement between the UK and Russia – and far exceeds in scope anything that has gone before.

An RN spokesman working on its co-ordination told *Navy News* that even in the Cold War era there had been an agreement known as 'Incidents at Sea' (INCSEA) through which ships of both fleets were able to communicate to reduce the risks of operating in close proximity.

"Healthy mutual respect of each other's capabilities developed and, as the tensions of the Cold War reduced, contacts between us and the Russian Federation Navy became more frequent through some very successful port visits.

"It became clear during these that bonds exist between the two navies and in keeping with the idea of 'defence through diplomacy' there is much that can be done to encourage future co-operation.

"Navies do tend to get on quite well in general, because they have a common bond of professional knowledge. We are all operating in the same hostile environment and I think the politicians have recognised this and are taking advantage of it."

During Mr Robertson's November talks in Moscow, it had been agreed that inter-operability of surface forces would concentrate on training for multi-national humanitarian and peacekeeping operations – there would be no element of war-fighting or of submarine and anti-submarine warfare in the schedule.

Shortly after, Assistant Chief of Naval Staff, Rear Admiral Jonathon Band, met Rear Admiral Lazarev of the Combat Training Division at the Moscow headquarters of the Russian Main Naval Staff to discuss drawing up a draft list of proposals – which were agreed by the two Defence Ministers meeting in Brussels just over a week later.

## 'Our friendship with Russia is now showing early and tangible results'

– Defence Secretary George Robertson

They include:

■ Liaison between Britannia Royal Naval College Dartmouth and the Frunze Naval Academy.

■ Between the Maritime Warfare Centre at HMS Dryad and the Kusnetsov Naval Academy.

■ Between Flag Officer Sea Training and the Combat Division of the Main Naval Staff.

■ Between the Royal Marines and the Russian Naval Infantry.

■ Ship visits and training.

The combined deployment in 1999 is expected to be spread over a few weeks and will probably involve a frigate or destroyer – maybe a Type 23 frigate – and a similar Russian unit. Its location has yet to be decided.

As well as the working proposals, Admirals Band and Lazarev agreed that a short Memorandum of Understanding should be signed by Admiral Kuroyedov, the Russian C-in-C, and the First Sea Lord.

● **Common bonds – Russian sailors get a taste of life in the Royal Navy on board HMS Iron Duke, visiting Severomorsk, headquarters of the Northern Fleet near Murmansk last summer. A Type 23 frigate is a likely choice for the first Anglo-Russian deployment planned for next year.**





# Carrier to the rescue — twice



● Haul away – the GR7 Harrier is recovered on to HMS Invincible (above).  
● On station – the carrier stands by the stricken cargo ship Megane (right).

TWO RESCUES at sea have kept aircraft carrier HMS Invincible busy in the Mediterranean.

Sea Kings from 814 Naval Air Squadron helped rescue the crew of a sinking ship (see *Christmas comes early*).

But it was the ship's crane which was used to lift a ditched RAF GR7 Harrier back on board in an eight-hour operation.

The plane, one of seven from 1 Squadron RAF Wittering, had ditched while attempting to land at the end of a night training sortie.

The pilot was located and recov-

ered uninjured in a helicopter from 849 A flight.

Sea King pilot Lt Richard King had a problem of his own to cope with – instrument malfunction and loss of all height information forced him to fly the aircraft manually with few visual references.

Ship's divers, led by CMEA Kerr, attached buoyancy aids to the upturned Harrier, then the plane was salvaged in an operation led by CPO(SEA) Hoy.

The ship's commanding officer at the time of the incident, Capt Roy Clare, said: "This was a textbook operation which saved a pilot's life, and recovered a very valuable aircraft."



## RN wins training contract

THE ROYAL Navy has won a multi-million pound agreement to train members of the Kuwaiti navy.

Defence Secretary George Robertson said a Letter of Agreement had been signed for the Navy and Flagship Training Ltd to train 300 officers and ratings before they take possession of their eight new fast patrol craft, currently being built in France.

Mr Robertson said: "I am delighted that the UK and Kuwait have signed this extremely important agreement, which is further recognition that the RN provides the best naval training in the world."

Training, which starts this month, will include courses in English, leadership, specialist, technical and general duties, providing a foundation for the ship and equipment training which will be provided by the French.

Flagship Training is an organisation set up to help utilise spare capacity at Naval training establishments.

## Immigrants held

THE GIBRALTAR Squadron has again been involved in the arrest of illegal immigrants from North Africa attempting to cross the Straits.

Nine Moroccans and a Spaniard were attempting to land on the Rock when HMS Trumpeter and two police RIBs arrived.

Trumpeter co-ordinated the search of the shoreline and held the immigrants on board until they were handed over to the Gibraltar authorities.

## Christmas comes early

CHRISTMAS was probably the last thing on the mind of crewmen on the cargo ship Megane, sinking in a Mediterranean storm.

But it was Lt Steve Christmas, lead pilot with 814 Naval Air Squadron, who helped rescue the 13 men 80 miles off Sicily.

Two Sea Kings from the Culdrose-based squadron, deployed in HMS Invincible, were involved in the rescue.

The ship was alerted by a distress call from the Beirut-registered Megane, which was carrying a cargo of timber to Italy.

Water had entered her engine room, she had lost all electrical power and she was listing badly, shedding her load into the sea.

In a force nine gale, the ship's Sea Kings, and two Italian helicopters, were sent to help as the carrier steamed to her assistance.

Lt Christmas said his aircraft was already airborne on another sortie when he was diverted to the 1,800-tonne Megane.

The helicopter hovered 40ft above the deck while LA Ian Walkden was winched

down to prepare the crew for lifting.

Six crewmen were taken from the ship by the Navy, while an Italian search and rescue helicopter lifted off the remaining seven.

All were transferred to Invincible for medical checks, and were then taken to Sicily.

Defence Secretary George Robertson said: "I am delighted that the professionalism and courage of our service personnel has resulted in saving these men."

"The international co-operation was also superb, reflecting great credit on ourselves and our Italian colleagues."

## Invincible's invisibles

HMS INVINCIBLE was the setting for a marketing initiative in Barcelona by "British Invisibles".

Experts from London addressed a Catalan audience on "London – Your Global Financial Services Partner".

This was the first of a series of such initiatives, and as the team wanted to highlight the "essence of British reliability, professionalism and competence", RN ships visiting foreign ports were deemed to be the ideal vehicle.



● First call – HMS Northumberland speeds past Dubrovnik Old Town on the Adriatic.

## Hectic pace for frigate

HMS NORTHUMBERLAND is home after seven months with NATO's Mediterranean fleet.

The Type 23 frigate deployed at the end of May, relieving HMS Birmingham in Gibraltar as the Royal Navy's contribution to the Standing Naval Force Mediterranean (SNFM) – a multinational flotilla of eight ships.

A hectic practice programme was broken up by two periods of independent detached duty when the Devonport-based ship formed the UN Stabilisation Force (SFOR) in the Adriatic.

This required the ship to act as a highly visible military presence off the coast of the former Yugoslavia – and allowed time for training, flight-deck barbecues and "hands to bathe."

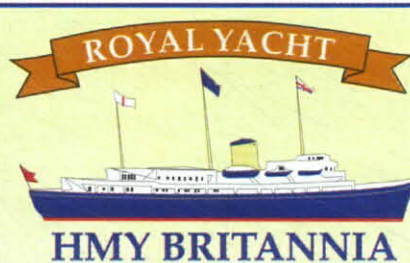
Northumberland was the first RN warship to

visit the historic city of Dubrovnik in Croatia since 1982, and the first visitor on SFOR duty.

A six-week stand-down in the French port of Toulon gave the ship's company the chance to take leave – some flew back to the UK, thanks to the RAF, but others stayed in the sun to visit the Balearics or nearby Cote d'Azur.

The latter part of the ship's deployment saw her involved in two major NATO maritime exercises – INVITEX 97, when Northumberland was part of an enemy task force trying to stop the US Sixth Fleet forcing entry to the Adriatic, and Dynamic Mix 97, the main maritime exercise of NATO's southern command, which this year involved an amphibious exercise off Greece.

Northumberland has steamed 23,000 miles on deployment, visiting 18 ports – and raising £2,500 for charity.



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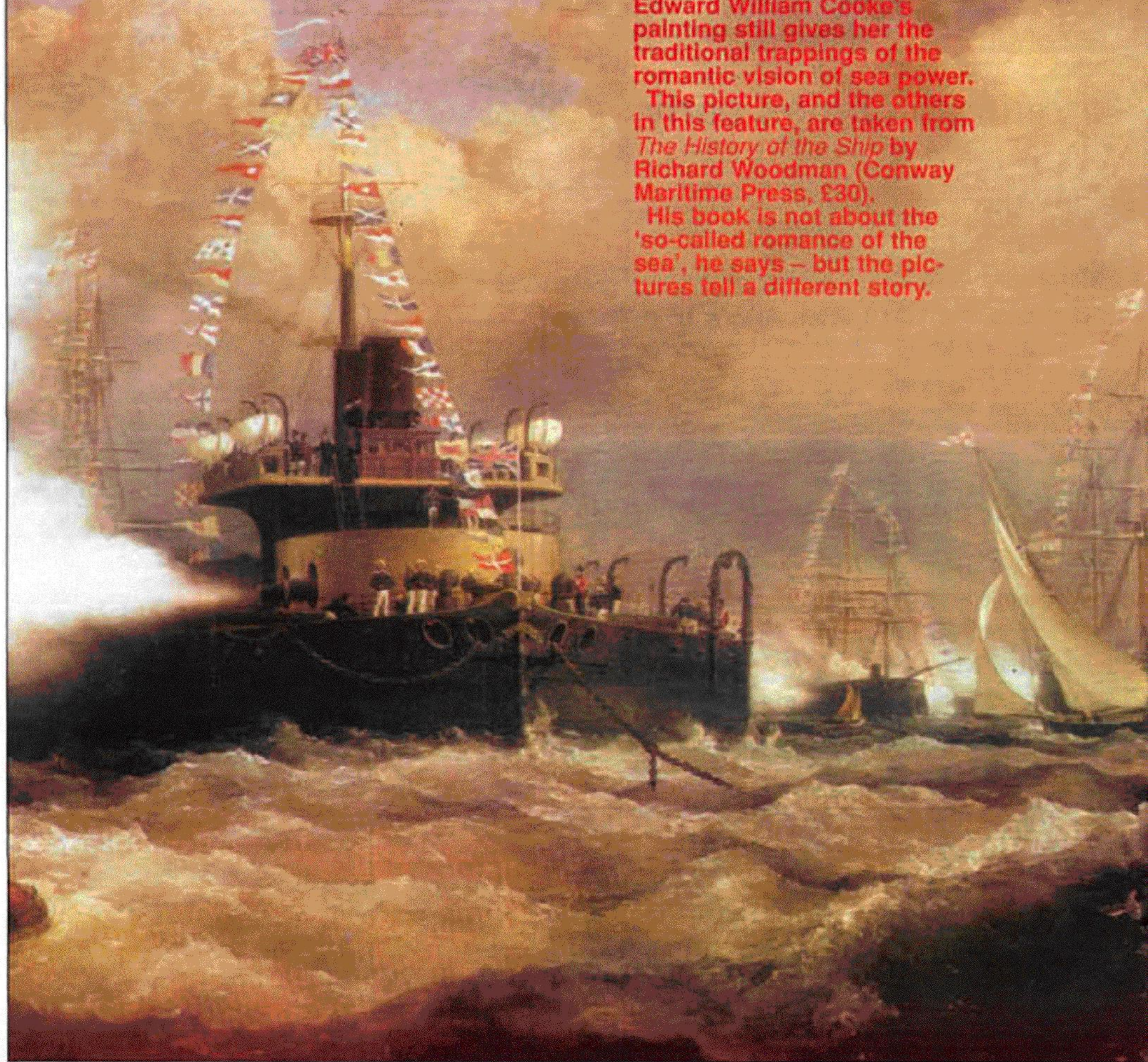


# A fine roman

During the review of the fleet by the Shah of Persia (Iran) on January 13, 1873, HMS Devastation demonstrated her twin, 12in muzzle-loading guns. 'Armoured and ugly' she may have been, but artist Edward William Cooke's painting still gives her the traditional trappings of the romantic vision of sea power.

This picture, and the others in this feature, are taken from *The History of the Ship* by Richard Woodman (Conway Maritime Press, £30).

His book is not about the 'so-called romance of the sea', he says – but the pictures tell a different story.





ce

**B**OOKS on the evolution of ship design – we have seen a whole raft of these in recent years – tend to suffer from a surfeit of technical detail. And so lack something in popular appeal.

The widely acclaimed 12 volume series produced by Conway Maritime Press is a case in point. While they may have delighted serious students, they don't quite hit the spot for the dedicated dilettante.

The 'DD' is not a contradiction in terms. He – let us call him 'he' – is a serious browser. So he enjoys an assault on his senses as much as one on his intellect.

The *History of the Ship* (Conway £30) is a feast for the eye – and succeeds at several other levels, too. Its author, Richard Woodman, as well as being a professional seafarer is a skilled word painter – his popular 'Nathaniel Drinkwater' novel cycle now runs to 13 titles. And he has not simply made a condensation of the Conway series of the same name, although this is his primary source of material.

In fact, he says, his own lifelong involvement with ships has provided its mainspring.

"I would like to think I have communicated the excitement and enthusiasm that ships in general, and some ships in particular, provoke in me."

The same might also be said for the people associated with them. Countless hundreds of thousands of them are quite unknown, but from time to time a name demands a mention, for without their commanders and companies to breathe life into them, ships are inert.

"Whatever uses have been made of them, and some of these are indefensible, the ship, venturing out upon the huge and hostile ocean, still does so at its peril."

"The future will undoubtedly have a place for the ship, but its influence can never exceed what it has already accomplished. What we review in these pages is not the so-called romance of the sea, something few sailors believe in, but the sheer dogged achievement of successive generations in producing a machine which combined the utility and efficiency of harsh, uncompromising pragmatic requirements with the adaptability to adjust to constant innovation and development."

"That this machine was often also beautiful has inspired a fascination close to love, an emotion very different from romance!"

**Y**et, like the medieval cathedral – with which J.B. Priestley famously compared the modern ship as the greatest construction of the age – it had "slipped to the margins of public perception".

"The wonders of our own age are smaller, more complex and electronic. Nevertheless, during our great era of conquest, we explored by ship; we have destroyed alien civilisations by means of ships, shifted whole populations by ships, supplied great warhosts, fought battles and dominated continents by ships."

"At a more mundane level, we continue to supply our daily needs by ships, transporting huge quantities of the world's natural resources and our own manufacturing goods around the globe. At a more sinister level, we have unintentionally permitted disease to migrate and pollution to spread by ship."

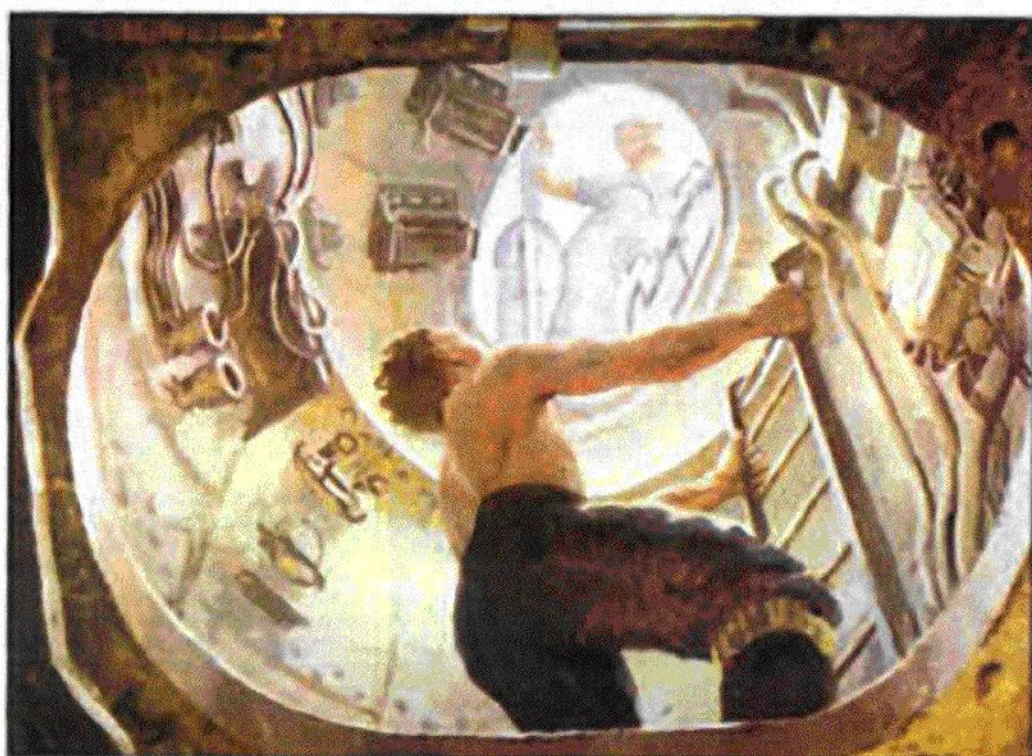
Woodman is clear that most of this activity has centred round Western Civilisation (ironically, China, the world's oldest culture that produced the world's first efficient sailing ships, abandoned exploration in the 14th century and so was later subject to inroads by Western commerce, backed by sea power).

And he is equally clear that, of all the great sea powers, Great Britain has been the most influential.

"This is a matter of fact, and while Britain was ultimately impoverished by war and lost her maritime pre-eminence to the United States of America, much of what follows relates to British developments."

What follows is a survey of the ship in all its major roles from prehistory to the present day that is masterly without being magisterial. It is also beautifully illustrated – including paintings by artists who, whatever reservations Woodman has about the romance of ships and the sea, clearly had no doubts at all.

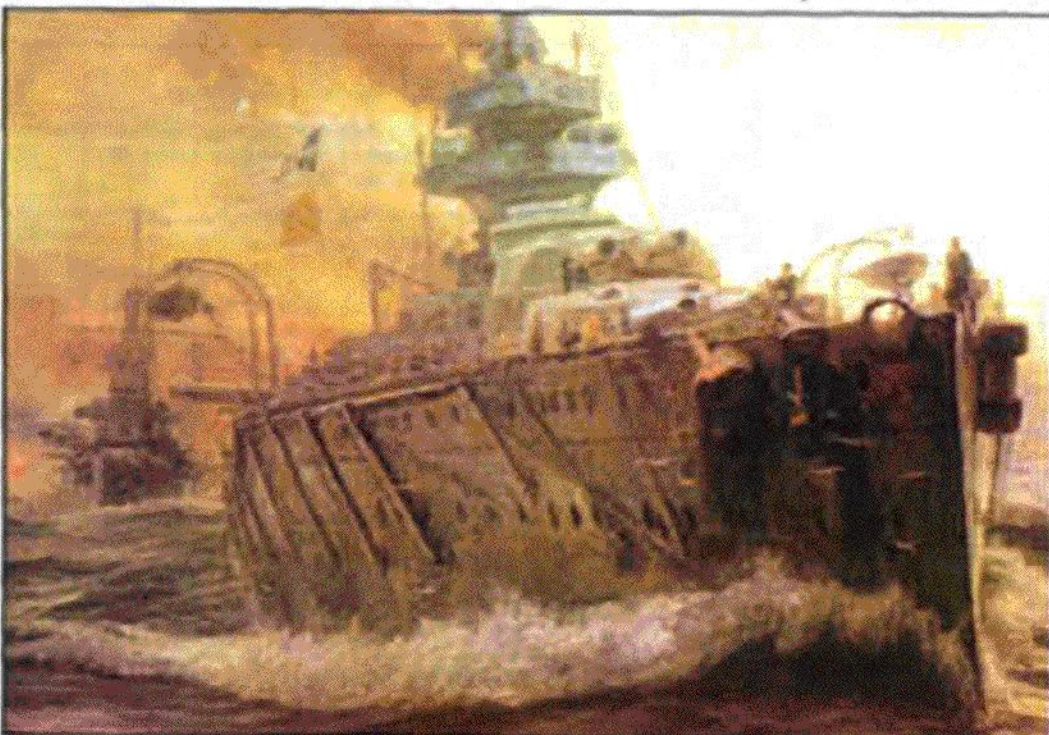
*'The future will undoubtedly have a place for the ship, but its influence can never exceed what it has already accomplished.'*



● Heroes or pirates? In the history of the ship, the reputation of the submarine is inevitably highly subjective. Few would dispute the courage of the man required to exist in the mephitic air of a submerged boat, however – or the relief of going 'up the conning tower', depicted in this 1944 painting by Stephen Bone.



● Fighters from HMS Victorious and HMS Indomitable – and a barrage of flak – engage enemy bombers in Charles Pears' painting of the 'Pedestal' convoy to Malta.



● The imposing appearance of Royal Navy dreadnoughts is captured by the Portsmouth-based artist W.L. Wyllie.



● Anthony Deane, master shipwright and joint member of Parliament with Samuel Pepys for Harwich (no need to declare your interests then!) designed HMS Resolution – here painted by van der Velde.



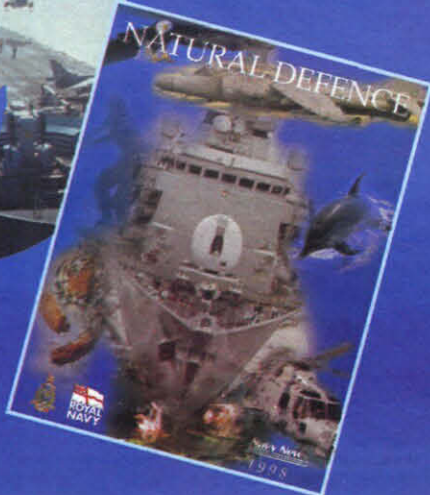


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# Another dance to the music of time

DAVA SOBEL's Longitude was the surprise No 1 best-seller of 1995 – and the 'Official Millennium Edition' of Greenwich Time and the Longitude (National Maritime Museum, £19.95) does not have the same narrative pace and excitement that allowed such an unlikely subject to enjoy such spectacular success.

But this updated version of Derek Howse's classic official history goes beyond the remarkable saga of master clockmaker John Harrison's patient struggle to perfect the first practical chronometer.

Howse, former Head of Navigation and Astronomy at the museum, tells the story of Greenwich Time from 1676, when it was first established for use at the newly created Royal Observatory at Greenwich – founded by Charles II for the specific purpose of solving the problem of finding longitude at sea.

Greenwich became an international household name in 1884, when its longitude – not that of Paris, Washington or the Great Pyramid – was chosen as the world's Prime Meridian of time and navigation, Longitude 0 degrees.

Simple language is used to describe the relevant developments in astronomy, navigation and timekeeping from the 1670s to the present day – such as the atomic clock, Global Positioning System and leap second – and how



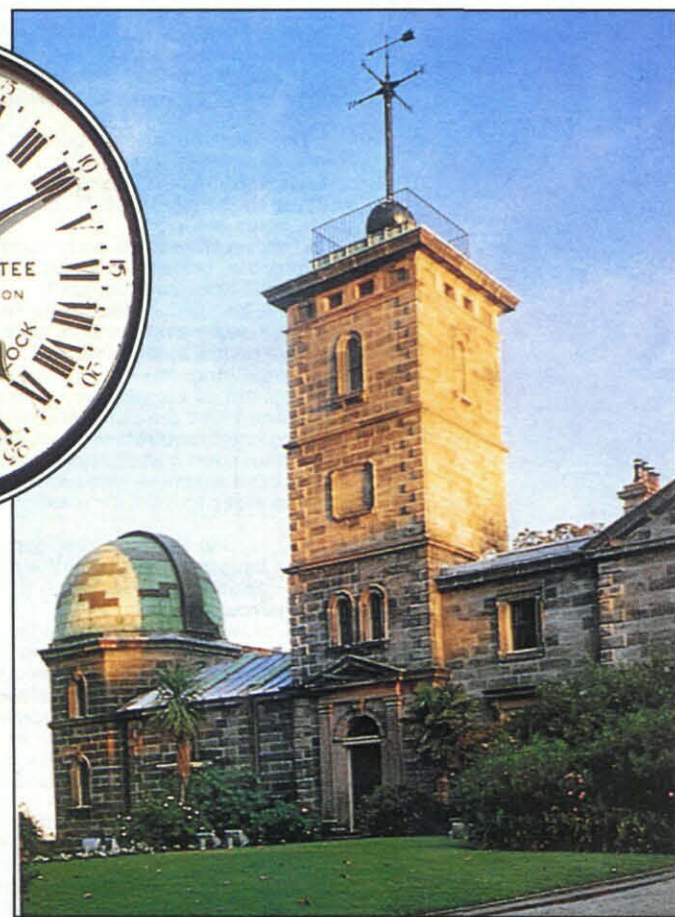
Greenwich Time has been found, kept and distributed.

Today's Universal Time (the time-scale which is the basis of all the world's time signals) is never more than a second from the old GMT. It is now co-ordinated from Paris, based on the mean of clocks from 25 nations.

Navigation, now so much transformed by advances in electronics and space science, is still dependent on the measurement of time, to a precision undreamt of 30 years ago.

● Above: the dial of Shepherd's Gate clock, the first to show Greenwich Time to the public, which it still does.

Right: the Observatory at Sydney, Australia was built specifically to provide a time service. The time-ball mechanism was made by Maudsley's of London and inaugurated in 1858.



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Conceived as 'super-cruisers' to hunt down and destroy commerce raiders, their size and gun-power led to their inclusion in the battle fleet as a fast squadron of capital ships.

In Battlecruisers (Chatham Publishing £30) John Roberts traces the development of Fisher's original idea into the first of the type, HMS Invincible of 1908, through to the 'Splendid Cats' of the Lion class and culminating in HMS Hood in 1918, the largest warship in the world for the next 20 years.

The origins of the unusual 'light battlecruisers' – Courageous, Glorious and Furious, later to find fame as aircraft carriers, are also covered – together with the problems these great ships suffered, which led to the catastrophic loss of three of them at Jutland.

One of those was HMS Queen Mary – and model-makers will delight in a set of large scale plans tucked into a pocket in the inside back cover. There were just nine survivors from her crew of 1,275 when she blew up and broke in two. Among those who died with her was assistant constructor K. Stephens of the DNC's Department.

## Find the Joker

FIND THE JOKER in Navy News for three editions – and win £500. There are also £10 cash prizes for each of ten runners-up, and 20 £5 consolation prizes to be won.

All you have to do this month is spot the joker in one of the following three statements by Jack on naval matters. Two are true. One is wildly inaccurate. Just mark the box next to the untrue statement.

Which of these three statements is NOT true:

- ☐ It is said that the Dutch Admiral Tromp (1597-1653) hoisted a broom at the masthead of his ship to show that he had swept the English from the sea.
- ☐ The Boxer Rebellion of 1900 began when an RN team beat a Chinese team in a 'friendly' boxing tournament in Peking.
- ☐ The earliest act of bravery to win the Victoria Cross was by Naval officer Charles Lucas fighting the Russians in 1854.

If you can fill in this coupon as well as the one in our previous (December) edition and the next edition, you have a chance of winning a £500 cash prize. The names of the winners will be selected at random from those who gave correct answers in the three editions.

When you have completed all three original entry forms, send them together in one envelope to:

Find the Joker, Navy News, HMS Nelson, Portsmouth, Hants, PO1 3HH

They should arrive at Navy News no later than April 15, 1998. Entries with all three correct answers will be entered in a prize draw conducted at Navy News offices. Winners will be announced in the May edition of Navy News. The first name drawn will receive a prize of £500. There will be a prize of £10 for each of the next ten correct entries drawn, and a further 20 consolation prizes of £5. The judges' decision will be final. No correspondence will be entered into. Navy News employees or their relatives may not enter.

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1



## At Your Leisure

### The lonely sea and the sky

NS ('North Sea') non-rigid airships were used from 1917 to hunt U-boats. With a crew of ten and equipped with bombs and machine-guns, one set an endurance record of 4,000 miles in 101 hours in 1919. Two NS ships were part of the British force that accepted the surrender of the German High Seas Fleet in 1918. — from *Jane's War at Sea, 1897-1997*, by Bernard Ireland and Eric Grove (CollinsReference £30).

# Mariners' tales stir memories

One evening I was standing on the quarterdeck, drinking a cup of coffee after dinner. It must have been late April, the days were lengthening and there was a touch of spring in the air, but the Yellow Sea was still bitterly cold.

"I was watching a couple of flights of US Marine Corsair fighter-bombers bombing and strafing some unfortunates ashore. As I looked, one of the Corsairs was hit by ground fire. The pilot obviously saw us and, already streaming smoke, turned towards us.

"When he passed overhead, he was starting to flame. We steered a parallel course and lowered the sea-boat to the water-line. He pitched only two or three cables on our starboard bow. Away went the sea-boat, and never did sailors bend their backs to their oars with more enthusiasm.

"He must have been in the water only a very few minutes. But it was long enough. The cold had penetrated deep into the core of his body, and he was dead by the time they got him back to the ship. When I got back to the quarterdeck, my coffee was still warm..."

Naval author John Winton — still best known for his hilarious series of novels of life in the Senior Service in the piping days of peace — describes the harsh realities of the 'Forgotten' Korean war in Max Arthur's second collection of sailors' tales, *The Navy — 1939 to the Present Day* (Hodder & Stoughton £20).

Based entirely on first-hand accounts, it recalls all the principal theatres of war in that period — not a few of them already faded from popular memory.

Besides the descriptions of celebrated epics such as Dunkirk, D-Day and the hunt for the Bismarck, there are post 1945 memoirs from Palestine, Suez and Borneo.

Closer to the present there are brilliant accounts by men and women who served in the Falklands campaign and the Gulf War.

Lt Steve Marshall was heading one of the three units of the Fleet Diving Group during the latter. One of the most dangerous jobs for the Navy came in the aftermath, clearing the harbours, jetty installations and beaches of Kuwait City of unexploded ordnance:

"The whole time was dominated by the blackness from the oil fires: in the middle of the day you needed headlights on the vehicles. At the end of the day we returned filthy, black..."

The worst working conditions came on land where you would be breathing in the fumes. Inside your nose and around your eyes would be black, and your eyes would stream from the pollution. Most days we dived as long as we could, sometimes eight to ten hours at a stretch. It was absolutely black: we had to go through six inches of glutinous crude oil. I had never dived in oil like that before. Because oil rots everything we had to clean the equipment in about three different solutions each time we came out. However, it didn't interfere with the breathing equipment, although the shit and filth in which we had to work, as well as the unknown danger, did drain morale.

"Down in the bottom of the harbours were a number of dead bodies in varying states of decomposition. Crawling along the bottom you can't see two inches in front of you and suddenly you come across a body. The young lads had to deal with that which was not easy..."

"A lot of the Kuwaitis wanted to return to their destroyed homes. So we were called on to clear them of Iraqi ordnance. The Iraqis leaving in a hurry would sometimes leave a grenade with its pin out between a stack of boxes of mortar rounds..."

Personal accounts have an impact all their own — as Lyn Macdonald has shown with her brilliant series of World War I studies, gathered from veterans in the nick of time.

For the Navy they have a special value. As Admiral of the Fleet Lord Lewin notes in his foreword to this collection: "There was a time when practically every family in the land had a connection with the sea; fathers, uncles, brothers, nephews, at sea in ships, or working in the shipyards or the docks. That has changed and it needs books like this to remind today's people not just of our maritime past but of our continuing dependence on the free use of the sea."

— JFA

# GI Jane's Arabian fights

GI Jane, the latest provocation from producer/star Demi Moore, tackles the subject of women on active service in the Fleet. "One hundred per cent integration ... a gender-blind

navy" are some of the phrases heard before the movie is five minutes old.

The main thing to say, though, is that while it usefully airs various aspects of the the controversy, the

film is too clearly constructed as an entertainment, a Hollywood crowd-pleaser, to have any urgent bearing on the issue in a British context.

Rejected for the Gulf War, ineligible for submarines, the Moore character is taken up by an ambitious politician and becomes the first woman to undergo the selection course for the US Navy SEALs.

This is seen to comprise ten weeks of miscellaneous abuse and GBH, which we are shown in graphic detail, plus routine drilling and PE, of which we glimpse the more photogenic bits; press ups in the surf, oil drums rolled up sand dunes etc.

We meet the CO, a familiar figure, with fat cigar in the corner of his mouth and a square foot of ribbons on his chest; and the Master Chief, who quotes D.H. Lawrence poems and looks distractingly like some holdover from the Village People, although whether this points to a deliberate sub-text is unclear.

In the end, the film opts for an old-fashioned mixture of sentimentality and patriotism, with Demi's fellow SEAL candidates supporting her against double-dealing officialdom. The climax is a shoot-out, in which the Libyans, on no better grounds than that several boatloads of armed aggressors have landed on their shores, dare to react belligerently and have to

be firmly and violently put in their place by Uncle Sam in the person of Aunt Demi.

The US Navy is notably absent from the list in the end credits of organisations thanked for their help on the production. Evidently the USN took it all more seriously than, perhaps, naval audiences here will.

Drilling for hours in foul weather, shaving your head and undergoing painful rites, being fired on by angry Arabs... actually, it's all just a walk in the park compared to what poor old Sean Penn goes through in his latest, *U-Turn*.

He plays Bobby, a hard-boiled loser, whose car breaks down in the middle of the Arizona desert, obliging him to stop over in the town of Superior, an ironically-named dump.

Within minutes he has encountered confrontational yokels, a sinister businessman, a dangerously affable sheriff and a beautiful woman with murder on her mind. It's a classic situation: the stranger who is drawn as if by fate to some festering small town, in search of the dame, the dough...

Director Oliver Stone presents the melodrama with energy, humour and with his usual taste for excess. The soundtrack, a mixture of vintage pop and Ennio Morricone's orchestral sound, is absolutely superb.

— Bob Baker

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## Strategy in place for ethnic recruitment drive

### These colours don't run . . .

● Part of the advertising campaign run by the Directorate of Naval Recruiting which is aimed at the ethnic community.

● Chief Emek Anyaoku, Secretary General of the Commonwealth, meets Second Sea Lord Admiral Sir John Brigstocke at the British Diversity Awards.



Image: Interactive Media Consultants.

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# Navy promotes minority status

THE ROYAL Navy is to step up its commitment towards equal opportunities with the issue of a new brochure in the New Year.

Every member of the Navy will shortly receive a copy of the document, an updated and more user-friendly version of the leaflet distributed in autumn 1996.

There are also plans to issue a video to every ship and establishment, which personnel will be expected to view annually.

One of the main thrusts of the initiative is to reach out to members of the ethnic communities – and at the fore is newly-promoted Cdr Keith Manchanda, the Royal Navy's Ethnic Minority Liaison Officer.

As a member of the Directorate of Naval Recruiting, Cdr Manchanda has no doubts that the Navy has much to offer – but that the Navy alone cannot change the current situation.

"If there are limits imposed on the Royal Navy as a multi-cultural organisation, these are the limits imposed by the insufficient number of talented young minority men and women who decide on a career with the Royal Navy," said Cdr Manchanda. "This is a typical chicken-and-egg scenario. If minority individuals do not join in sufficient numbers, the Royal Navy cannot continue to develop as a multi-cultural organisation."

"It intends to sow the seed for further progress. Much of my time is spent 'on the road', visiting schools, ethnic minority community centres, universities and so forth."

"There are a lot of talented people to be found there, and they are certainly welcome aboard."

Cdr Manchanda, who is an MBE, was born and raised in India, and joined the Royal Navy in 1970, four years after coming to Britain with his family.

He has served in 11 ships, five air squadrons and four shore establishments, and served overseas twice – once with the United Nations in Cambodia – which allows him to speak with authority from experience.

"To get results I have to be prepared to make waves and be an agent provocateur," he said.

"I am quite prepared to raise the question that is in the back of people's minds – the question of whether joining the Royal Navy means compromising one's ethnic or religious identity."

"My answer is that in most cases it does not. The Royal Navy is accommodating."

"You have to fit into a team but that does not mean compromising your sense of identity."

The Navy was recently short-listed from more than 100 organisations in the British Diversity Awards for its equal opportunities initiatives.

There are around 340 members of the ethnic community in the Navy – the highest rank is captain RN, with more than 70 officers – which represents just under one per cent of the Navy.

The long-term aim is to reflect the 7.5 per cent from ethnic backgrounds which is found in British society – once recruited, retention does not seem to be a problem in either the Navy or Royal Marines.

Recruitment advertising has been produced specifically for the ethnic community, including the striking "These Colours Don't Run" image (above).

"We have been focused on equal opportunities initiatives for the last three years, and in the last few months we have been looking to tweak the system."

"Now, with strong leadership from the Second Sea Lord, it has happened – we need to reflect the society which we serve," said Cdr Manchanda.

"There is no quick solution – we need a long-term strategy, and with the policy in place to reflect the diversity of the country we'll get there."

"The main problem is lack of awareness in the ethnic community; they don't realise we have over 60 disciplines to offer and opportunities are second to none."

One barrier to recruitment is the perception that the Navy will not tolerate dress codes or behaviour different from the majority – as Cdr Manchanda puts it: "You do not have to be white or Christian to play a full part."

Sikhs, for example, are free to wear turbans, subject to meeting health and safety requirements, and religious needs can be met by the designation of a quiet spot on a ship by the commanding officer for prayers.

This has been custom for some years, as foreign students from many other nations' navies serve short-term appointments in RN warships.

"Religious observance has not and will not be a problem on board," said Cdr Manchanda.

Where possible, specific diets are also catered for, although some operational constraints may apply, and Moslem females are also encouraged to join – work is in hand to accommodate their particular requirements, such as clearing a pool when they take their swimming test, or observing Moslem dress code.

And the Navy is stamping out any last vestiges of bigotry: "Our education and training initiatives are designed to ensure that racist views are not acceptable in today's modern Navy," said Cdr Manchanda.



● Cdr Keith Manchanda





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Please forward your CV, together with your current salary details to:

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Recruits are normally British or Commonwealth subjects, aged between 16 and 33 years (43 for ex-RN), male or female and physically fit.

For further information, contact your nearest Reserve Training Centre or Armed Forces Careers Office.  
For details of these 'phone 0345 300123 (24hrs) or 01705 727676.

## CALLING ALL EX-SERVICE PERSONNEL

The Chatham Marines Cadet Unit urgently require suitably qualified uniformed staff. There will be an opportunity to progress, if suitable, to commissioned rank. All applicants must have a healthy interest in youth training, including D of E Award Scheme etc. Boatwork would also be an added advantage. The Unit is based within the RE Barracks at Gillingham and the vacancies would suit ex RN or RM personnel.

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Cadet Unit,  
67 Hallsfield Road  
Bridgewood  
Chatham  
Kent ME5 9RT

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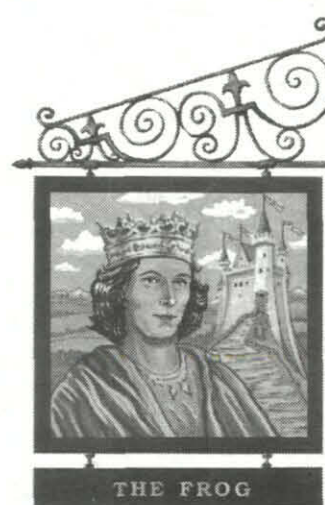
Applicants must possess a minimum of 5 GCSEs at grade A-C including English Language and Mathematics or equivalent (eg, a complete GNVQ at intermediate level or complete NVQ level 2 with NVQ key skills in numeracy and communications at a minimum of level 2). Candidates will be required to produce original certificates as proof of these attainments, copies of which should be attached to your application form. You must also meet a basic selection standard in respect of character, health, eyesight and fitness.

In addition to the academic qualifications, we are looking for people with a range of interpersonal skills. Abilities to communicate and assimilate information effectively are essential. You should also possess good listening, assertiveness, influencing, negotiating and verbal communication skills. Starting salary is £14,791 rising to £20,400 per annum plus London Allowances where applicable for an average 39 hour week (Shift work). You will also receive 22 days holiday pa rising to 25 days after 1 year's service plus 11 days public and privilege holidays per year.

You can obtain an application form and competency based questionnaires from Recruitment and Selection, HMP Belmarsh Western Way, Thamesmead, London SE28 OEB Tel No 0181 317 2436 Ext 235/238 or Fax 0181 316 2197

People who have already taken part and were unsuccessful in a Prison Job Simulation Assessment Centre in the last two years need not apply.

**THE PRISON SERVICE IS AN EQUAL OPPORTUNITIES EMPLOYER**



## THANKS TO YOU, IT WILL MAKE A HANDSOME PROFIT

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WITH DIFFERENT SITUATIONS. ABOVE ALL, YOU MUST HAVE AN EXCELLENT UNDERSTANDING OF WHAT MAKES A GREAT LOCAL PUB.

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So if you're an experienced and ambitious civil or military aircraft technician, ready to move in a rewarding new direction, write with full CV, quoting ref. no. NN/0198, to: Rob Lancaster, Personnel Department, British Aerospace (Operations) Ltd, Systems & Services, Mill Lane, Warton PR4 1AX.

**BRITISH AEROSPACE** 



# The GANG PLANK Club

## CHAT PAD

CALLING all members. This is your new chat pad with what's on, your views, and news of fantastic prizes to be won in our Gang Plank Club members colouring competition.

This month, all Gang Plank Club members have the chance to enter our competition to win an amazing Lexmark inkjet printer for their school. So out with the pencils and get colouring!

If you're not already a member of the Gang Plank Club and you'd like to join then come along and see us at this year's London boat show (January 9-18, Earl's Court) where we'll be giving away a free mug to the first 50 new members. Don't forget that all our new members get a fantastic Gang Plank Goody Bag.

This is your chat pad so please send us in your news and views and remember to keep your eyes on the chat pad for your special members messages. Good luck with the colouring!



## Happy New Year me hearties!

IT'S all new for 1998 shipmates. As we set sail for the New Year there's tons to see and do with a brand new cartoon and some really exciting news for all our Gang Plank members.

Check out the members chat pad for this month's fantastic competition. The ship's mail bag is looking a bit empty after Christmas and your Captain loves to get your letters and stories, so keep on writing to us - there's a Gang Plank goody bag for pick of the bunch!

Best of luck with your New Year resolutions. The Gang Plank Club have come up with a few of their own but I don't think they'll keep them, do you?

1. Keep the cabins tidy (no chance!)
2. Wash socks more than once a week
3. Give up crisps and chocolate (tick one)

Good luck with your resolutions and happy reading shipmates!



## TOP GREEN TIP

Shiver me timbers shipmates! Did you know that the Post Office will take your old Christmas cards until the end of January and recycle them to make more paper?

Cans, bottles, plastic and paper are always welcome at your local recycling centre and if you don't want to plant your Christmas tree then most centres will take that, too.

Special thanks go to this month's star rib-tickler Kevin Herbert who sent us these great jokes. A wallet signed by one of the Gladiators is on its way to you!

Did you hear the one about the cargo ship which sank 19 times?  
It was carrying a cargo of yo-yos!

A young man who wanted to join the Navy was asked if he could swim. He replied: "Why, haven't you got any ships?"

## Flagship Portsmouth Competition winners

Patrick Fry, Bristol  
Joanna Maber, Somerset  
Louise Newton, Welwyn  
Michael Dunn, Huntingdon  
Rachael Locke, Portland  
Felicity Miller, Brixham



## January birthdays

Daniel Maclinay  
Emma Wrigley  
Harry McKnight  
Christopher Palmer  
Daniel Shaw

## Surfing for sounds



### TECHNOCAT

has been tuning in to what's hot and what's not on the thousands of music pages on the Internet.

To get surfing the sounds, just paw in the names of your favourite bands and find out all sorts of happening facts, fan club details and the latest pop gossip.

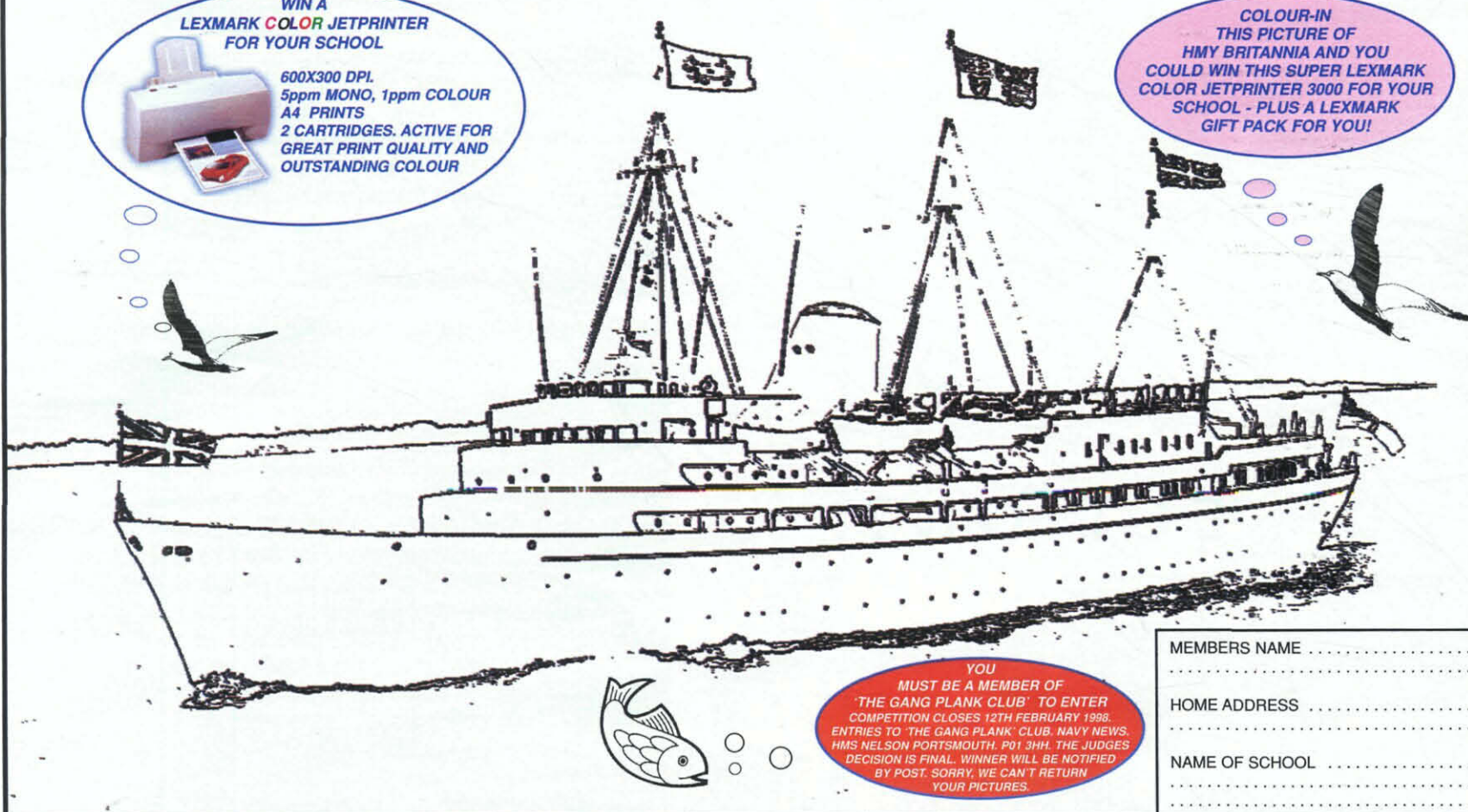
Techno found some wicked websites with hundreds of pages from all the coolest music mags and up-to-date interviews with all the top bands and solo artists.

Have fun, but don't forget to ask permission from the person who pays your phone bill!

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YOU  
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COMPETITION CLOSING 12TH FEBRUARY 1998.  
ENTRIES TO 'THE GANG PLANK CLUB' NAVY NEWS,  
HMS NELSON PORTSMOUTH, PO1 3HH. THE JUDGES  
DECISION IS FINAL. WINNER WILL BE NOTIFIED  
BY POST. SORRY, WE CAN'T RETURN  
YOUR PICTURES.

MEMBERS NAME .....  
HOME ADDRESS .....  
NAME OF SCHOOL .....





# WOULD YOU BE - A SKIER?



## What is your full job title?

I am a Petty Officer Wren Physical Trainer and Captain of the Royal Navy Women's Ski Team.

## What do you have to do at work?

Well, it's always really varied but at the moment I am responsible for co-ordinating and taking fitness classes and for booking all the necessary facilities. As Captain of the Women's Navy Ski Team, I select and train all the girls. They may be called upon at any time so I have to make sure that they are ready to go and that they have the right equipment.

## Do you need any special qualifications?

You need to meet all the standard Naval requirements and if you are thinking about becoming a physical trainer I think it is important to be a keen sports person.

## Did you ever get in trouble at school?

No, I was a real goody goody!

## If you hadn't done this job what would you have done?

Well, I've always wanted to travel so this job has been perfect for me. I would really like to continue my studies and train to be a physiotherapist. I am really

keen to work helping people in rehabilitation.

## What's your favourite music?

I haven't got any favourites. I like most kinds of music and I really like dancing but I don't like acid or rave music.

## Have you got a favourite colour?

That's got to be blue!

## Membership Application Form

Please enroll me as a member of The Gang Plank Club. I enclose a postal order/cheque (payable to Navy News) for £3.25.

Name \_\_\_\_\_ Address \_\_\_\_\_  
Postcode \_\_\_\_\_

Age \_\_\_\_\_ Birthdate \_\_\_\_\_

Special interests: Sport ☐ Music ☐ Film/TV ☐  
Friends ☐ Reading ☐ Other \_\_\_\_\_

Do you have any brothers or sisters? Yes/No Names/Ages \_\_\_\_\_

Who does this copy of Navy News belong to? Parent ☐ Grandparent ☐ Other \_\_\_\_\_

Send your completed form, together with postal order/cheque for £3.25, to: **Captain Plank's Club, Navy News, HMS Nelson, Portsmouth PO1 3HH.** If you would like any further information before applying, call 01705 733558 or 01705 826040 (24-hour ansaphone)

*This feature is sponsored by*

**LOCKHEED MARTIN**

# EDUCATION

## Listening and talking

FOUNDED IN 1948, Birkdale School is a non-maintained centre of excellence for the education of Primary and Secondary pupils with profound hearing impairment. This special school is non-selective, accommodating day pupils, termly and weekly boarders aged 5-16 years. The Further Education Department offers full support to our hearing impaired students in local mainstream colleges.

## unique' (-ek).

adj. Being the only one of its kind, having no like or equal or parallel.

Entrance Assessments  
Saturday 7th February 1998

Because not all schools are the same



For further details apply to:  
The Headmaster, Kelly College, Tavistock, Devon, PL19 0HZ  
Tel. 01822 613005 Fax 01822 612050  
Registrar: KirwinC@aol.com  
Headmaster: KellyHM@compuserve.com  
[http://ourworld.compuserve.com/homepages/kelly\\_college](http://ourworld.compuserve.com/homepages/kelly_college)  
A Registered Charity which exists to provide education. Charity Regd. No. 306716

The school aims to maximise the use of each pupil's residual hearing in order to promote the development of spoken language. This approach affords pupils the opportunity to develop their full potential academically, socially and emotionally.

■ Continued in next page

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Headmaster - The Duke of York's School  
Dover CT15 5EQ  
Phone: (01304) 245024



**THE ROYAL SCHOOL**  
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OPEN DAY 10am-1pm

and also

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Saturday 17th January 9.30am-12 noon

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If you would like to find out more about us, come along to our Open Day on January 17th when the Headmaster, staff and children will be happy to answer your questions and show you around.



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The Headmaster,  
The Blue Coat School,  
Edgbaston,  
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Registered Charity No. 528805 providing a boarding education of quality for boys and girls



# EDUCATION



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St John's is a charity no. 274864 and exists to provide education for children.



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Boys and Girls

11 - 18

**Senior School (HMC)**

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**For more information, please contact:**

Tel: (01843) 592680 Fax: (01843) 851123

St. Lawrence College exists to provide education for children  
Charity number 307 921

## WYKEHAM HOUSE SCHOOL

INDEPENDENT DAY SCHOOL  
FOR GIRLS 2 1/4 - 16



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FOR MORE INFORMATION contact:

The Headmistress at  
EAST STREET, FAREHAM, HANTS PO16 0BW  
TEL: 01329 280178 OR FAX: 01329 823964

## Listening and talking . . .

### Continued from previous page

The mission of Birkdale School for Hearing Impaired Children is to provide a broad and balanced education which will lead to the fulfilment of each child's potential. This is achieved within a caring environment which encourages communication through an Auditory-Oral approach.

The Audiology Department ensures each child has access to a wide range of amplification equipment within school including hardwire group aids, FM radio aids and induction loop systems.

A range of assessments is carried out for each child involving measurement of pure tone thresholds, aided thresholds, hearing aid performance, middle ear function and loudness discomfort for each pupil. The results obtained allow the audiologist to evaluate and closely monitor the management and rehabilitation of

each pupil's hearing loss.

Birkdale School has its own Speech and Language Therapy Department. Detailed assessments of speech and language are carried out at regular intervals.

**Appropriate group or individual programmes of therapy are planned and advice given to parents and staff. Therapy may take the form of work on voice quality, speech intelligibility, language development and social language skills.**

Birkdale School has three Educational departments, each offering the same educational philosophy and linguistic approach. Birkdale Further Education Direct Support will admit students of sixteen years and above who may benefit from an oral education. These students are supported

by qualified teachers of the hearing-impaired in local mainstream colleges.

Children are taught in small groups by qualified teachers of the hearing-impaired supported by experienced classroom assistants. Secondary teachers are also subject specialists. Emphasis is placed on developing pupils' spoken language skills via daily individual conversation sessions, group language lessons and a daily individual reading session.

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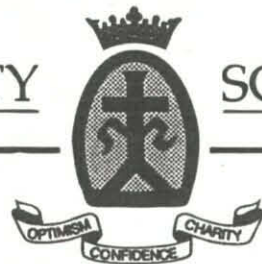
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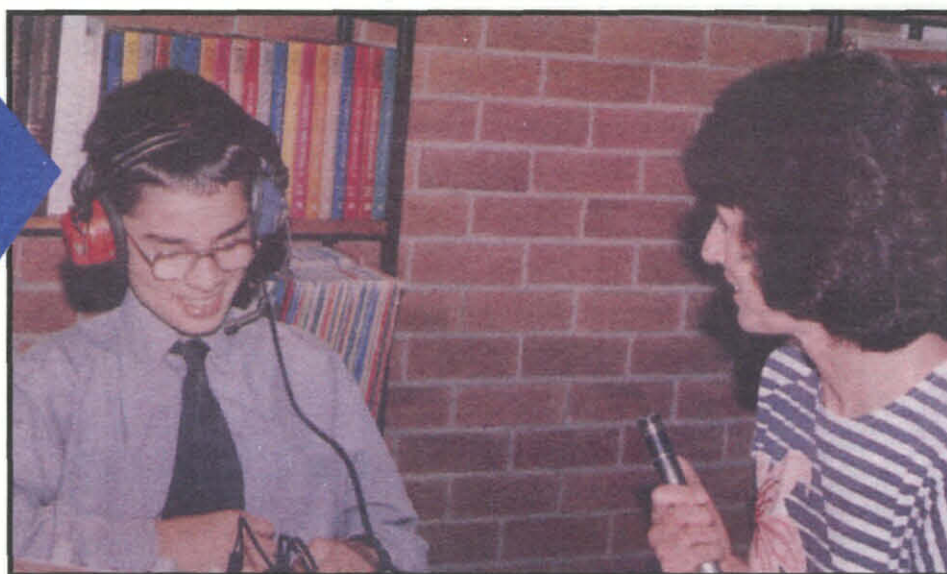
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E-mail admin@birkdale-school.merseyside.org

Birkdale School for Hearing  
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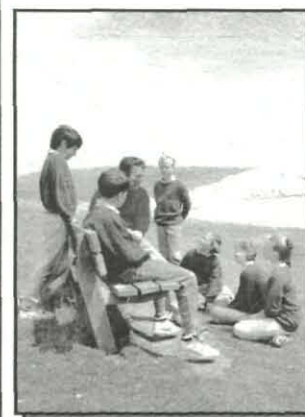
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WWW: HTTP://www.GCS-NET.CO.UK/Lomond/

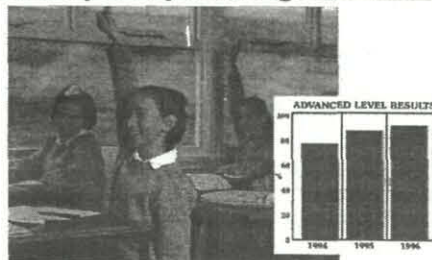


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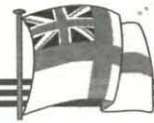
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# At Your Service



## Over to You

**U-boat in Portsmouth, May 1945:** Roger Grandemire recalls a U-boat surrendered to his crew on May 11 and was in Portsmouth on May 12 for them to go aboard. Does anyone recall this, and was there any reason why this was not publicised? Contact Mr Grandemire at Quail Ridge Farm, 1400, Floating Feather Road, Eagle, Idaho 83616, USA.

**HMS Jasper:** Tony Collins' uncle, Stoker Matthew Dempsey, died on December 1, 1942, when the RNPS anti-submarine trawler HMS Jasper was sunk in a torpedo attack on coastal convoy PW256. Tony would like to contact Lt (Capt) William Hodson RNVR, Lt Bayford Bennett RNVR, Engineer Herbert Frederick Toovey and Stoker Charles James, all of whom survived the attack, and any other reader with connections to the Jasper or minesweeping trawler Sasebo, no. FY828. Contact Tony at 19, Mason Hill Road, Ayr, Scotland KA7 3NX.

**Lt (A) A. Wilkinson, 737 Squadron:** Mr E. Griffiths is researching the World War II service of this RNVR serviceman, who gained medals for athletics, aquatics and sevens rugby with 737 Squadron. Postings known were to Dekheila, North Africa, HMS Jackdaw, Arbroath, with a post-war home address in Morecambe. Any information to Mr Griffiths at 17, Sandhurst Close, Kirkham, PR4 2JG, tel 01772 671870.

**J.H. Acourt:** Mr North has in his possession a sailor's wooden ditty box, with the name A.J. Acourt stamped on to the brass tally on the front. If the owner or a family member would like to claim it, please write to Mr North at 12, Greenfield Crescent, Coppland, Hampshire PO8 9EH.

**HMS Arethusa:** Alan Raven would like to hear from anyone who served in the wartime cruiser HMS Arethusa in December 1941 while taking part in special operations along the Norwegian coast – during this time she was painted up as a German cruiser. Contact Mr Raven at 35, Arthur Avenue, Lynbrook, NY 11563, USA.

**Life as a Wren:** Mrs S. Anderson is a mature student at Sheffield Hallam University, doing a dissertation on women in uniform in the 20th century. As such, she would like to hear from ex-members of the Wrens, telling of their life in the Navy and why they joined. Contact Mrs Anderson at 42, Great Park Road, Kimberworth, Rotherham S61 3PE.

**George Arthur Jones:** R. Waihi is hoping to locate George Jones, who served in HMS Brides Bay in the late 1940s as a stoker/mechanic. He is believed to have left the Navy in April 1956, and was born in Birmingham on April 25, 1931. Information to R. Waihi, 130, Walter Stevens Drive, Takarini, Auckland, NZ, tel (09) 298 2610.

**Training Ship Arethusa:** Anyone who started their career in Arethusa Old Boys' Association is asked to contact Harold Rushton at 124, park Road, Spalding, Lincs PE11 1QZ. This invitation extends to anyone, prior to joining the Arethusa, attended either Fortescue House School, Twickenham, or Bisleigh Boys' School, nr Woking, which sent pupils on to Arethusa.

**HMS Powderham – Waterwitch:** Would anyone who served in this ship, under either of her names, and can tell Chris Chappell anything about her history, please

contact him at 21, Durham Rd, Esh Winning, Durham DH7 9NP, tel 0191 373 4722 – Chris is secretary of Project M2720.

**Stoker Alfred Lowe,** killed on board HMS Cossack on October 23, 1941 – does anyone remember him from service on other ships? Please contact the Cossack Association (Reg Doring), telephone 01277 364228 with any information.

**Robert Anderson:** Nikki Batten has lost contact with the family of Robert Anderson, who served in the Fleet Air Arm in the early 1950s. If anyone can help, contact Nikki at 10, Avenue Road, Belmont, Surrey SM2 6JD, tel 0181 643 0455.

**Teddy bears:** Lorraine Hitchings is looking for stories of sailors and their teddy bears – she is writing a book in aid of an animal charity. Stories, photos of sailors with their bears, sketches, poems and drawings are all welcomed. Contact Miss Hitchings at 9, Meerbrook Way, Quedgeley, Gloucester GL2 4QE, tel 01452 721815.

**Sembawang Shipyard:** Alvin Piper left the RN as a warrant officer seven years ago, and is now liaison manager for Sembawang Shipyard in Singapore. He is involved in a book on the history of the yard, from its creation by the MOD to the present, and is searching for books, information and photographs relating to the naval dockyard and HMS Terror barracks. Necessary costs will be paid. Contact him at the shipyard in Admiralty Road West, Singapore 759956, tel (65) 750 2651.

**HMS Tartar:** Information is sought on the experiences of this destroyer between August 1943 and February 1946. Malcolm Nothard would particularly like to hear from anyone who knew his father, Leading Stoker Albert Nothard, during this period. Contact Malcolm at 24, Cedar Drive, Sutton at Home, Dartford, Kent DA4 9EN, tel 01322 863470.

**Cutty Sark:** Duke of Westminster's yacht, June 1940 – Devonport to St Malo

and St Nazaire with landing and demolition party. Bombed and damaged off St Nazaire. Rex Powditch, a telegraphist with the landing party, would be grateful for any stories from the crew and landing party. Contact Rex at No1, Redgrave Court, Star Lane, Ash, Hants GU12 6PA, tel 01252 345924.

**Training Ship Stork:** Does anyone recall this old wooden training ship moored in the Thames off Hammersmith between the wars, with boys rowed ashore each day to attend Brackenbury Road School? If you know of her, or what became of her, contact D. Smith at 33, Rosecourt Road, Croydon, Surrey CR0 3BS.

**Edward (Ted) Thompson:** Edward Thompson (Jnr) is trying to trace details of his late father's war record. Ted was born on April 23, 1916, and joined the RN on October 30, 1940. Edward believes he served in HM ships Raleigh, Drake, President III, Claverhouse, Lancashire, Kelvin and Pethcarron. Ted joined as an ordinary seaman and progressed to Temporary Acting Petty Officer before he was discharged on March 16, 1946. He may also have served aboard merchantmen, and on at least two Russian convoys. Any help to Edward at 21, Ridley Avenue, Blyth, Northumberland NE24 3BA, tel 01670 367410.

**HMS Greyhound – SS Simon Bolivar:** The Simon Bolivar, a Dutch liner, was mined off the east coast on November 18, 1939, and destroyer HMS Greyhound rescued many passengers and crew. Two brothers who lost their father in the Simon Bolivar are keen to contact members of Greyhound's ship's company or anyone involved in the rescue. Their address is E. Ruygh, Groen van Prinsterstraat 59, 8862 AB Harlingen, Holland.

**HMS Illustrious, 1941:** The aircraft carrier spent the summer and autumn of 1941 in the United States, where she was repaired at Norfolk, Virginia. Melvin (Ray)

Daniels (who later served in Europe with the B-26 Marauder Bridge Busters) was an official at the Swift Creek Recreation Area in Chesterfield County, now known as the Pocahontas State Park, and got to know some of the 110 sailors who were stationed at Swift Creek during the repairs. Melvin, now 81, is helping assemble material and artifacts for a state park museum, and would like to hear from any of the ship's company who were there at the time. Contact him at 426, Grove Avenue, Petersburg, VA 23803, USA.

**HMS Agincourt repels boarders:** In the summer of 1954 HMS Agincourt became cock winners of the Gibraltar rowing regatta. As was the custom, the cock was tied high above the bridge, giving the losers the chance to remove it by any means during the hours of darkness. Several attempts were made to remove the prize that night, but use of floodlights, hoses and sacks of potatoes repelled all boarders. Mr T. Foster recalls that the squadron later sailed past HMS Agincourt in salute at sea, and they were then boarded with spuds – the First Lieutenant suffering a black eye. Can anyone recall the events related in more detail for Mr Foster? Contact him at Mansfield, 32, Sackville Road, Hove, Sussex BN3 3FB.

**HMS Ark Royal IV:** Richard Johnstone-Bryden is writing a book on the fourth HMS Ark Royal and would like to hear from as many former members of the ship's company as possible, including civilians, to record their personal reminiscences to illustrate life in the ship. No story would be considered too trivial. He would also like to hear from anyone involved with her building at Cammell Laird, her various refits, destoring, her last voyage to Cairnryan and scrapping. Anyone with interesting photos should also contact him at Monks Farm, All Saints South Elmham, Halesworth, Suffolk IP19 0HG, tel 01986 782418.

## Calling Old Shipmates

**HMS Ripley:** Any crew of the HMS Ripley who served 1943 to January 1944 when she paid off in Newcastle – ex-Stoker Mervyn Williams has a photo of the crew at Scapa Flow. If anyone wants a copy, write to Mervyn at 87, Olive Rd, Cuxford, Southampton SO1 6FT, tel 01703 906402.

**Singapore:** Singaporean Yassin bin Endot, ex-member of MRNVR, wishes to contact old friends and colleagues who served in HMS Naval Base, Singapore during the Second World War – in particular R.J. Knight, who was a chief engineer in HMRT Enigma. Also served in Ceylon and Mombasa during the war. Contact him at Block 525 No10 – 424, Bedok North St 3, Singapore 460525.

**Z-Class destroyers:** Calling shipmates from HM ships Zephyr, Zealous, Zambesi, Zest, Zebra, Zenith and Zodiac – send SAE to Steve Baker, 2, Brantwood Rd, Inwood, Wembdon, Bridgwater, Somerset TA6 7PS, tel 01278 451418, for association and reunion details.

**HMS Sheba (Aden):** Gordon Pinfield is looking for shipmates from HMS Sheba (Aden) and associated ships and escorts in World War II for possible get-together in mid-1998 at a central location. Contact Gordon at 7, Fairways, Medomsley Rd, Consett, Co Durham, tel 01207 503617.

**HMS Ganges Class 78, Jan 39, 40 Mess, Drake Division:** Mr G. Sutton would like to get in touch with as many shipmates as possible – three in contact so far. Write to Mr Sutton at Kiwitea, Chillsworthy, Cornwall PL18 9PB, or tel 01822 832149.

**Royal First M/S Flotilla (1936-46 and beyond):** An association could be formed – 24 are already in touch. Anyone interested (current servers also welcome) should contact Les Welch on 01904 412159.

**HMS Nubian:** Dave Millward (ex RO2(G)) would like to hear from any ex-communicators who served with him in HMS Nubian between 1964 and 1966. Contact Dave at 2, Fernhill Rd, Maidstone, Kent ME16 9BL, tel 01622 729692.

**HMS Bleasdale:** Mr W. Jacobs would like to hear from Len Butts or any old shipmates from HMS Bleasdale – he wants to know what happened to you after refit in early 1943, after he had left the ship. Contact him at 85, Beechholme Drive, Kennington, Ashford, Kent TN24 9BX.

**HMS Nairana:** Bill Blinston (ex PO radar Mech) would like to contact old shipmates from HMS Nairana, an escort carrier in the Atlantic 1943-45, with Capt Walker's Second Escort Group and convoys. Write to Bill at Cott Holland, Staple, Dartington, Totnes TQ9 6HR, tel 01803 862475.

**HMS Valiant (S102):** Fred Upson seeks shipmates who served 1979-81, with a view to organising a reunion during the spring of 1998. Contact CRS(SM) Fred Upson on RNSMS HMS Dolphin ext 65165 or PO Mick Crompton on ext 65046.

**HMS Shippigan:** Bangor-class minesweeper of the 16th Flotilla: George (Nobby) Hall, ex-stoker on the Shippigan from February 1944 to May 1946 would like to hear from the old ship's company. Please write to George at 6/a Tango Place, Henderson, Auckland, New Zealand.

**HMS Tenby (F65):** Jeff Mays is seeking Andy Simmonds from the Dartington area, and any other ship's company from the anti-submarine frigate or J34, the Second World War minesweeper. Phone 01452 614459 or write to 11, Camomile Close, Abbeymead, Gloucester GL4 5WF.

**Aircraft Artificers:** Alan Hyde would like to contact ex-classmates who joined HMS Condor in May 1950 and passed out in December 1952 to HMS Falcon, via aircraft carriers HM ships Indomitable and Eagle. If there is enough interest, a reunion could be arranged. Contact Alan at 85, Morningtons, Harlow, Essex CM19 4QJ, tel 01279 415876.

**Royal Marines 560 Squad, Deal 1949:** Squad members are invited to ring Mick Rumsby (01473 787343) or Jeff Reveley (01795 880427).

**HMS Ganges, Collingwood Division, 391 Class 1961-62:** Bunting tossers: looking for Brian Nish (Scotland), Ian F. Williams (North of London), Charlie Herdridge (Plymouth), Sid Foster (Portsmouth area), Tom C.J. Thompson and Sandy D. Sandiland. Found 11; contact Dave Brighton on 01420 563944, or write to Datchets, 180, Medstead Rd, Beech, Hants GU34 4JA.

**Signalman Derek Borrie:** Does anyone know the whereabouts of Bob Kay's old oppo? They were drafted in Nov 1944 to join BYMS 2040 in Grimsby, where they spent 18 months. Derek played in goal for Barnet FC in wartime games, and may have joined the teaching profession after the war. Contact Bob at 11, Cloverdale Square, Smithills, Bolton BL1 6AU, tel 01204 432460.

**Howe Class, Gosport, 1942:** James Welsh would like to hear from any shipmates from Howe Class in New Barracks, Gosport in 1942 – he has a photograph taken after formal training before going over to the RN Barracks in Portsmouth. Contact him at 6, Udall Place, Bucklands Beach, Auckland, New Zealand.

**HMS Constance:** D'ya hear there; the following are to contact the Bosun's Mate at the HMS Constance, Fortyniners Association. Telephone 01529 413410: Smithy AB, Dicky Dines Boy/AB, Tom Sherris Boy/AB.

**HMS Whitesand Bay Association** is still seeking Alfie Mallet, Peacock, Bob Lightfoot, Lansley, George Saunders, Paddy Totten, Rodney Cundy, Stripey Morrison and PO Shiner. Contact Geoff Nightingale at 268, Galley Hill, Gadebridge, Hemel Hempstead, Herts HP1 3LD, tel 01442 263405.

**HMS Theseus (Korea 1950-51):** Ex-ship's company are still trying to trace pilots of 807 and 810 Squadrons and shipmates that served in the ship during the Korean War to join them for their fourth reunion. Contact Les Turnham, 41, Maryland Way, Sunbury-on-Thames, Middlesex TW16 6HN.

**HMS Unicorn Association** is seeking members Cobley, Genders, Samways, Germaney, Dennis, Haggard, Brooks, Charlie Chase, Jim Lord, George Wright, Goodman; Marines Ally Allison, Robert Keagan, D. Wright and Bell. Contact the association at 3, Arundel Close, Hemel Hempstead HP2 4QR, tel 01442 255821. Also Beasley, Bubble, Butler, Ridley, Beavis, Maddox, Davis, Venn, Rashleigh, Yabsley, Healey, Christie, for Smokey Bartlett – all from Mess 16. Also Ball, Allen, Reeves, Patchell, Wood, Fox, Sheare.

**Barbara King:** Mr Percy Scott of NSW, Australia, is trying to trace ex-Wren Barbara, who served in the Portsmouth area in June 1953. Please reply to Bill Thompson on 01429 867721.

**HMS Anson:** Did you serve in this ship? For association details, phone Fred on 01438 233074, or write to Ken at 3, Deniston Ave, Bexley, Kent DA5 3HL.

**HMS Fisgard Artificer Apprentices, Series 7 Entry, Sept 1949:** the 50th anniversary is approaching – anyone interested in a reunion please contact Mick Herbert on 01954 250014.

**HMS Burghard Bay 1950-54:** A reunion is planned – further details are available from Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

**HMS Cheviot:** Chief Shepherd is searching for all members of all flocks, wardroom/lower deck, for reunion this year. SAE to Vic Denham, 92, Swallow Rd, Larkfield, Aylesford, Kent ME20 6PZ.

## Reunions

### FEBRUARY

**RN Writers:** The West Country Association of RN Writers will be holding their annual reunion dinner in HMS Drake on Saturday, February 21. Anyone who has ever worn the W-star, including ladies, will be most welcome. Contact D. Jewell, 35, Broad Walk, Saltash PL12 4NT, tel 01752 843416.

### MARCH

**North Russia Club** reunion will be on March 7 at the Neath Constitutional Club, South Wales, cost £9 each. SAE for enquiries to Mervyn Williams, 87, Olive Road, Cuxford, Southampton SO16 5FT, tel 01703 906402.

**HMS Brilliant 1980-84** next reunion on March 27-28. Contact Reg Briers on 01337 840403.

### APRIL

**Hood Division Aircraft Artificer Apprentices 1943-46** entry – contact Dave Lane (01935 475642) at 130, Hendford Hill, Yeovil, Somerset BA20 2RG re reunion.

**HMS Gravelines:** Any old shipmates are welcome at the next reunion in April – ring

01633 221688, or write to Ray Whittington at 102a, Victoria Ave, Newport NP9 8GG.

**HMS Wizard/HMS Cadiz (Joint) Association:** Reunion at the Nautical Club, Birmingham, on April 3-4. All ranks, all commissions welcome. Contact Tom Fox, Maroheto, Church Lane, Meriden, Coventry CV7 7HX, tel 01676 523296.

**Indefatigable Association:** Reunion at the Royal Sailors Home Club, Portsmouth, on April 3-5. All old shipmates welcome, RN and FAA, any part of ship, any commission, any year, plus BPF and East Indies Fleet shipmates, and "flat-tops". SAE to Jack Hibberd, 23, Canterbury Ave, Southampton SO19 1EB.

**HMS Alnwick Castle:** Calling all officers and men who served in HMS Alnwick Castle – ship's reunion on April 3-5 at Skegness. Contact Ted Harland on 01262 606797.

**HMS Myngs Association** reunion on April 9 at 1900 at the RSH Club, Queen St. Contact A.F. Bernasconi on 01705 662487.

**HMS Hermes Association:** Reunion will be held in the Royal Fleet Club, Morice Square, Plymouth PL1 4PG, from April 16-20. Details from P. Baptie, 16, Virginia Close, New Malden, Surrey KT3 3RB, tel 0181 949 5648.

**HMS Cairo** annual reunion will be on April 18 from 1100 until 1600 in the Royal Sailors Home Club, Portsmouth. Further details from R. Paffett, 19, St Martins Rd, Wroxall, Ventnor, IOW PO38 3BW, tel 01983 852986.

**LST Club reunion:** Posthouse, Portsmouth, April 24-25; details from Clay Maxwell, 45 New Road, Water Orton, Birmingham B46 1QP, tel 0121 747 2418.

**LCG and F Association:** Services of Remembrance will be held at Millford Haven on April 24-25 to honour shipmates lost on HMLCG15, HMLCG16 and HMS Rosemary. SAE to M. Allen, 8, Leys Rd, Wellingborough, Northants NN8 1PN, tel 01933 279401.

**HMS Newfoundland Association (1942-59)** is holding its tenth anniversary reunion in Liverpool on April 24-27 – old shipmates are sought to join the 500 membership. Further details from Tom Roxby, 8, Lindale Close, Buglawton, Congleton, Cheshire CW12 2DG, tel 01260 279819.

**480 Kings Squad RM:** The 51st anniversary reunion will be at the Royal Sailors Home Club, Portsmouth, on April 27-29. Further details from either Len Holmes at 57, Jones Lane, Hythe, Southampton SO4 6AW (tel 01703 842284) or Peter Hodges, 11, Goffon Avenue, Cosham, Portsmouth PO6 2NG (tel 01705 375621).

### MAY

**The Maggie Association** reunion is at the Balmoral Lodge Hotel, Southampton, on May 1. Contact Tom Iddon on 01704 541567 for more details.

**HMS Petunia 1941-46:** The tenth annual reunion dinner will take place at the Angel Hotel, Royal Leamington Spa, on May 8. For further information contact Gordon Shaw, 821, Dorchester Road, Upwey, Weymouth DT3 5LB, tel 01305 813372.

**HMS Narvik 1956-59:** Reunion is from May 8. Details from Rod Jenkins, 33, Paston Ridings, Paston, Peterborough PE4 7UR, tel 01733 751019.

**LST Club** reunion at the Stretton Hotel, Blackpool, on May 8-9. Further details are available from Clay Maxwell, 45, New Road, Water Orton, Birmingham B46 1QP, tel 0121 747 2418.

**HMS Atherstone Association** reunion dinner is on May 9. Details from Ted on 0151 339 5362.

**HMS Phoebe Association** are holding their third reunion at the Midland Hotel, Bournemouth, on May 15-16. All members and ex-ship's company are welcome. Details from Vic Chanter on 01159 531660.

**HMS Widemouth Bay 1945-57:** WB shipmates are holding a reunion at the Angel Hotel, Leamington Spa, on May 15-16. If you have not been in touch, please contact Bob (Topsy) Turner, 17, Mill Way, East Grinstead, West Sussex RH19 4DD, tel 01342 323801.

**HMS Hermione** reunion will be on May 15-17 at the Burlington/Palm Court, Great Yarmouth. For more details contact Steve Brotherton on 01925 824504. Every commission welcome.

**Battleship HMS Nelson** reunion is to be held on May 16 in HMS Nelson. Contact George Treadwell, 31, Clyde Road, Gosport PO12 3DN, tel 01705 521504.

**HMS Warspite Association** will hold its reunion on May 22-24. The reunion dinner will be on Saturday May 23 at HMS Sultan in Gosport. Further information from R. Foster on 01753 653915.

**42 Commando Royal Marines MT Section (1959-62) Association** will be holding its sixth reunion on May 23 at the Royal Sailors Home Club, Portsmouth. Any ex-

members of the above unit should contact R.A. Hunt at 26, Liddards Way, Purbrook, Waterlooville, Hants PO7 5QW, tel 01705 262427.

**HMS Lookout (G32):** A reunion will take place in Burnley on May 23, all welcome. Details from Buck Taylor, 24, Grove Rd, Uppermill, nr Oldham, Lancs OL3 6JR.

**23rd and 26th Destroyer Flotillas** next reunion will be in the WO and CPOs Mess, HMS Nelson, Portsmouth on May 23. For details send an SAE to W. Swift, 37, New Rd, Lovedean, Waterlooville, Hants PO8 9RU, tel 01705 591032.

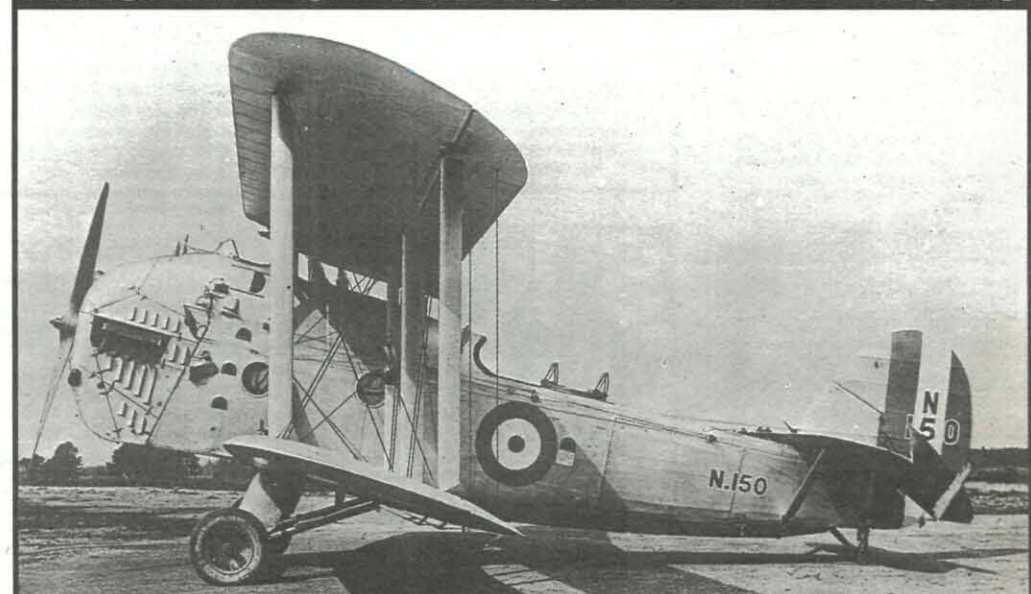
**HMS Wren Association** reunion is at the Royal Sailors Home Club on May 23, all commissions welcome. Details are available from L.W. Owen, 15, Field Close, Westbury, Wilts BA13 3AG, tel 01373 822619 or R. Young, 4, Hamilton Court, Travellers Lane, Hatfield, Herts, tel 01707 265653.

**HMS Gloucester 1939-41** reunion is on May 29-31 at the Royal Fleet Club, Devonport. Details from Ernie Evans, 3, Lake View Road, Sevenoaks, Kent TN13 3EH, tel 01732 456686.

### OCTOBER

**HMAS Albatross and Fleet Air Arm Golden Jubilee:** A reunion is to be held at the Australian Naval Aviation Museum, HMAS Albatross, Nowra, NSW, to celebrate the 50th anniversary of the base from October 28 to November 2. Anyone who served at Albatross, or in the FAA, and their families are welcome. The event will include a civic reception, march, mini branch reunions, tours and sports. For details, contact Mike Lehan on (02) 421 7463, or write to PO Box A15, Naval PO, Nowra, NSW 2540.

## AIRCRAFT OF THE ROYAL NAVY No 15



● The Blackburn Blackburn, one of the least elegant of the Fleet Air Arm's aircraft.

## Blackburn Blackburn

ARGUABLY one of the ugliest aircraft of all time – and possibly the one with the least imaginative name – provided the Royal Navy with one of its reconnaissance mainstays from the mid-1920s until the early 1930s.

The Blackburn Blackburn's freakish design was born out of the perception at the time that a cabin needed to be provided for the navigator/observer and radio operator who were members of a three or four-man crew. The result was an ungainly, lumbering flying machine with a top speed of only 122mph.

The aircraft served with spotter flights in the aircraft carriers Furious, Eagle, Argus and

Courageous, operating as far afield as the China Station. Production totalled 33 Blackburn Is and 29 Mk IIs; two trainers were also built and named the Blackburn Bull which, it is said, had so much drag due to side-by-side cockpits, that it needed one-third of a mile to take off – the entire length of Leuchars airfield.

The Blackburn Blackburn was powered by a 450hp Napier Lion IIB or V engine and weighed 5,962lb loaded. It had a climb rate of 690ft a min., a range of 440 miles and a service ceiling of 12,950ft.

Armament was a Vickers machine-gun firing forward and a Lewis gun in the rear cockpit.

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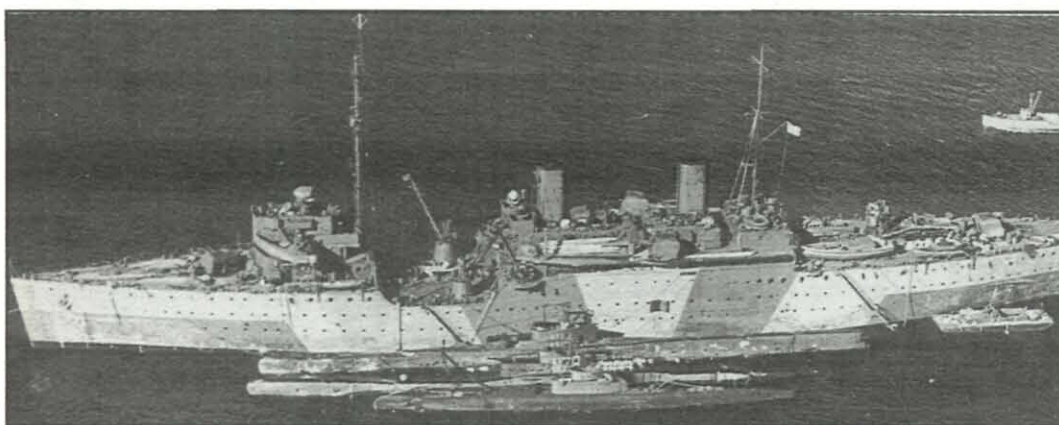
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# Royal Naval Association



## New memorial was last act

JUST A DAY before he died, the former secretary of Nuneaton branch put forward a plan for a special memorial to all ex-Service people who have died in the borough.

Shipmate John Ward always believed that the area's Service veterans should be remembered in a special way at the town's crematorium. In September he suggested that to the owners – but died the next day, too soon to know that his last wish would be granted.

Thanks to his efforts, a memorial wall has been built at the crematorium. Among the ex-Service men and women whose names will appear on the wall will be members of the RNA, Burma Star Association, the Royal British Legion, the RFA Association, Dunkirk Veterans Association and Royal Warwicks Fusiliers.

The first plaque on the wall was unveiled at a ceremony conducted by the Rev. John Philpott attended by John's widow, Joyce, and 200 members of ex-Service associations.

The Norwich-based Crematorium Company which owns the Nuneaton crematorium, has been in contact with members of the RNA for the past year.

Head of the company's memorial department for the North Region, Michelle Riddy, said she expected the wall would get longer as more plaques were added.

"It's the first wall of its kind which our company has funded, but it won't be the last," she said. "We think it's an excellent idea and feel that it's important to remember all the people who sacrificed so much."

### Wigston's big charity drive

WIGSTON branch has raised the remarkable sum of almost £2,000 for Service charities.

Collections in the street and at a Sainsbury supermarket netted £400 for King George's Fund for Sailors, £400 for the Royal Naval Benevolent Trust, £400 for the Sailors' Soldiers' and Airmen's Association, £350 for the Central Charities Fund, and the rest for branch funds.

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## Branch News

### Battersea

The branch celebrates its Diamond Jubilee on June 7 with a parade, service of thanksgiving, the dedication of a new standard, and a reception and social evening.

Former members and fellow shipmates are welcome. Contact the Social Secretary, Battersea RNA, 137 Battersea High Street, London SW11 3JJ.

### Crawley

The new branch headquarters has moved to the TS Cossack Sea Cadet HQ at Longmere Road, opened by the Duke of Gloucester accompanied by the Lord Lieutenant of Sussex.

Branch chairman, Shipmate H. David Davis, and his wife visited Australia for a gala reunion in Canberra. The programme included sightseeing trips, social events, and a memorial march-past involving almost 400 shipmates displaying a wide array of standards.

The salute was taken by Commodore P. C. Wykeham-Martin, Defence Naval Adviser to the British High Commissioner.

### Rockingham & Dist. (Western Australia)

The friendship formed in 1993 between the branch and its German counterparts of the Admiral Scheer (1897) Group, continues to flourish. Group chairman, Gerd Dornette, and his wife Karin, visited Rockingham and Fremantle branches.

Last year Shipmate David Wiseman, branch chairman, attended the centenary celebrations of the Admiral Scheer Group in Germany. He was accompanied by his wife, Lee, eight other members of the branch, and two from Fremantle.

### York

A model of the Algerine-class minesweeper HMS Plucky was the surprise gift for Shipmate Frank Nottingham and his wife Audrey who were celebrating their golden wedding. The model was made by Shipmate Mick Farrington.

### Leamington Spa

Members mourn the loss of their life vice-president and former president, Capt George Collett Blundell CBE, who joined the Navy as a cadet in 1917.

After serving in HM ships Vidette, Hood, Valiant, Enterprise and Sheffield, he joined HMS Kent in 1940 as torpedo officer and First Lieutenant. He was awarded the OBE for his quick action in saving his ship during a night bombardment of the port of Sollum, which cost 35 lives. He later became a CBE.



● A reminder of what the Naval Guard and Band at HMS Drake looked like almost 60 years ago has been presented to the establishment by Shipmate Jan Thomas (left), public relations officer of the RNA's No.10 Area. It was accepted by Drake's First Lieutenant, Lt Cdr Vervan Barneby (right) with the Officer of the Guard, WO(M) Sam Potts, and the Leading Hand of the Guard, LREG Jimmy Green. Jan was originally sent a postcard version of the photograph by his father, LSEA Gunner Leslie Thomas, who was Corporal of the Guard in 1939. Over the years it became creased and worn, but he obtained a replacement from a Navy News reader through our Over to You column, and he was able to enlarge and frame it.

### Hanworth

Several pre-Christmas dinner dances at the club HQ kept the ladies section busy. In between the events they helped raise funds for the Princess Alice Hospice and donated blankets, money and other items to Egham Swan Sanctuary. They also visited the Royal British Legion poppy factory.

### Street named after warship

A STREET in Cheshunt has been named Dahlia Close after the Flower-class corvette adopted by the town in World War II.

The name was suggested by Cheshunt branch of the RNA, whose members attended the naming ceremony conducted by the Mayor of Broxbourne.

Among the witnesses were three former sailors who served in the Dahlia – Shipmates Alf Monks, Albert Benjamin and Neville Doyle – and the Naval Regional Officer, Commodore Kit Carson.

Prayers were offered by the branch chaplain, the Rev Martin Banister.

## PICTURE PUZZLE

PICTURE Puzzle competition winner in our November issue is Lt (SCC) P. Heward RNR of West Sussex.

He identified the photograph as that of HMS Speedy, which entered service with the Royal Navy in 1980. She was acquired to evaluate the jet-foil concept in offshore patrol work, particularly in fishery protection. However, the idea did not catch on, and Speedy was sold off after six years.

Lt Heward's reply was chosen at random, and he receives our cash prize of £25. For another £25 this month, name the ship photographed.

Complete the coupon and send it to Mystery Picture, Navy News, HMS Nelson, Portsmouth PO1 3HH.

Coupons giving correct answers will go into a prize draw to establish a single winner. Closing date for entries is February 15. More than one entry can be submitted, but photocopies cannot be accepted.

Do not include anything else in your envelope: no correspondence can be entered into and no entry returned. The winner will be announced in our March edition. The competition is not open to Navy News employees or their families.

### MYSTERY PICTURE 35

Name .....

Address .....

My answer .....

## Ambulance 'keel' laid with help from RNA

THANKS to a steady flow of contributions to the Pembroke House Ambulance Appeal, work has begun on building the £35,000 vehicle.

The appeal, suggested by the RNA National Council, has raised over £7,000 to add to the £25,000 available from the Central Charities Fund.

This has allowed the ambulance's 'keel' to be laid – in other words, the chassis has been ordered so that fitting out can begin. The ambulance will be used to take the ex-Service residents of Pembroke House – run by the Royal Naval Benevolent Trust – on outings and to doctors and dentists.

The current vehicle was presented by the RNA ten years ago, but with over 85,000 miles on the clock, it is in need of replacement.

### Walton-on-Naze

In the nature of a wake, shipmates of the branch held a celebration in honour of long-serving Shipmate Dougie Goodhew, who before he died expressed a wish that members hold a party after his death.

Fifty members of the branch also took a five-day break at Gunston Hall near Lowestoft.

### Havant

The branch was visited by the National President, Vice Admiral Sir Roy Newman, who gave his views about the way ahead for the Association. He also presented a Certificate of Appreciation to Shipmate Irene Jones, the branch's social secretary.

Havant branch meets each Tuesday at Havant FC, Martin Road, Leigh Park.

### Kingston upon Thames

Congratulations were received from the Vice President, Rear Admiral Bill Cook, and the members of HMS Richmond's POs Mess, on the 13th anniversary of the branch's commissioning. To mark the occasion, 130 members and guests attended the annual dinner dance.

In the absence on duty of branch president, Commodore Roger Parker, the vice president, Shipmate Bob Ciddle, presented Shipmate of the Year awards to Ray Barnes and Rose Sharwood. Shipmate Jenny Mayhew, social secretary, received a certificate of appreciation.

### Plymouth

To mark his departure to Essex after 25 years service to the branch, vice president Shipmate Bob Wall was given a barometer, presented on behalf of the branch by the chairman, Shipmate David Pugh.

Bob was closely associated with ex-Service events, and his work on the Plymouth committee of the Royal Naval Benevolent Trust, and with Devonport Field Gun Association, brought him a Citizen's Award last year.

### No.11 Area

The Area raised £221 at its exhibition at the Royal Armouries in Leeds and on the quayside at Whitby during the visit of the replica of Capt Cook's ship, Endeavour.

### Headingley No.1

Members attended the installation of the Rev Graham Smith by the Bishop of Ripon at Leeds parish church. The Rev Smith has served in the Navy and, as a member of the RNA, will join Headingley branch.

### Beccles

A recruiting drive succeeded in attracting 24 more members, increasing the branch's strength by almost a fifth, to 126 – a new record.

Members were given a warm welcome when they visited the

RNA Club at Camberwell, the Londoners' hospitality including a buffet before the journey back to East Anglia. Events at home included a "This is Your Life" for Shipmate Alf Pavey, who served throughout World War II.

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## Croasdale back on top form

ENGLAND international fell runner and 5000m champion Mark Croasdale (CTCRM) is getting back into top form after illness at the end of the summer.

With a new coach and training geared around heart rate, Mark's late Autumn results have been speaking for themselves.

His first race was the Dorset Stickler, a multi-terrain 10-mile race over Okeford Beacon, Hod Hill and Hambledon Hill.

The 1996 champion was Sheffield's Rob Hough who is Britain's number one steeplechaser.

### Course record

Hough led the race until the final long climb when Mark passed him and then ran into the valley to win in 59m 27s, a superb result which not only set a new course record but was also the first time anyone had beaten the one hour mark.

His next race was a United Services League cross-country at Brickfields which he won by over three minutes and then he moved up several gears to finish 21st in the Reebok Bristol Classic cross-country, only a minute behind some of Britain's top runners.

Other victories were secured in the Bournemouth 10-miler with a time of 50m 40s and in the Brent Knoll Fell Race where he won by over a minute after racing clear of the field in the first mile.

### Other results

Terry Pares (CTCRM) put his disappointing Washington Marathon run behind him and won the Templar 10 in 53m 20s and then went on to finish 5th behind Croasdale in the Bournemouth 10.

Another Washington runner, Al Rich (Osprey) finished 14th and 2nd veteran in the Gillingham 7.5 mile race in 43m 24s. The result means that Al is leading the Veterans section of the Dorset Road Race series with one race to go.

Mark Lewis (CTCRM) has also been performing well over the roads, finishing 7th in the Jersey Half Marathon in 76m 59s and then coming 8th in the Dorset Stickler.

On the road, Dai Roberts, who has been working with the Dutch Navy in Den Helder, ran in the Seven Hills 15km, a top class race in Holland, and finished a very creditable 37th in 47m 14s.

And back in the more rural setting of Dorset, Al Rich clocked up a respectable 6th place in the Piddle Valley Plod

## ARMY STRIKERS TAKE THEIR REVENGE

THE NAVY opened their programme in the South West Counties Cup with a match against the Army at HMS Drake.

The Army were keen to avenge their two defeats from last season and a good performance saw them achieve a 3-2 victory.

POPT Nick Haigh (SM2) and CPO Steve Johnson (SCU Leydene) were kept under control by the Army defence and the Navy found chances hard to come by.

The Army led 1-0 at half time after a

### SOCCER

header from L/Cpl David Hope. The Navy began the second half in better form and equalised in the 53rd minute when Haigh scrambled the ball over the line.

Hope made the game safe for the Army as he completed his hat trick with goals in the 77th and 84th minutes.

Cpl Terry Price reduced the arrears in the final minute but the Navy had little time to find the equaliser.

In his first match as coach to the Combined Services Squad, WOPT Tommy Johnson saw his team draw 2-2 with a team from Reading FC.

Good defence from POPT Steve Riley and OM David Wilson, and two goals from SAC McGuire earned them the well deserved result.

**JANUARY FIXTURES:** Jan 6 CSFA v FA XI at Burton Albion FC 1930, Jan 15 RN v Prison Service at Newbold Revel 1400, Jan 21 RN v Wiltshire at Melksham 1930, Jan 25 RN v Kent Youth at Burnaby Road 1300, Jan 28 RN v Somerset at Portsmouth.

# Basketball title belongs to Guzz

**PLYMOUTH Command are the 1997 RN Basketball champions, despite losing the final on a technicality.**

In a hard-fought tournament at HMS Nelson between six commands, with Fleet competing for the first time this year, the Guzz team went into the last game against the Royals with a points lead.

But after beating the Green Berets 70-53, the game was awarded to the Royal Marines after Plymouth found the number of foreign players in their team breached competition rules.

A closely contested game between Portsmouth and the Royal Marines set the scene for the competitive and enjoyable weekend of basketball.

There was some outstanding



● Slam dunk: Mid Mal Ellison nets points for Plymouth

play during the tournament with Skyles (RMs) McMachon and Richardson (Portsmouth) Munro and Bietz (Plymouth)

and Cutler (Fleet) making the most significant contributions.

The final positions were Plymouth (first) followed by the Royal Marines, Fleet, Naval Air Command and Portsmouth with Scotland bringing up the rear.

On a sad note, the Navy said farewell to Cdr Sam Baker who has been involved in Royal Navy and Combined Services basketball for more than 30 years as a player, coach and administrator and will be sadly missed.

He was presented with an engraved silver salver by the President of the RNBBA, Rear Admiral Perowne.

The title of most improved player went to Marine Ian Aston. Next year's championship will be run by Naval Air Command.

## England stars train at Drake



HMS DRAKE'S Wyvern Centre played host to the basketball teams of England and Spain recently.

The teams were training for the semi final of the 31st Mens European Championships at the Plymouth Pavilions at the end of November. Drake's S/Lt Brian Hayes is pictured with England's John Amaichi.

## Golf friendly held in honour of Britannia

**GOLFERS from all over the UK joined member's of the Royal Yacht's crew for a 'Farewell to the Britannia' tournament at Langdon Hills in Bulpam, Essex.**

The competition, staged by Rayleigh RNA, attracted Naval teams from the Royal Yacht, HMS Belfast, Navy Careers, the Royal Marines Band, Portsmouth and HMS Warrior.

### Bagpipes and claymores

Other Service and civilian teams included Beefeaters from the Tower of London, RAF Stanmore, The Royal Engineers, RAF Wyton, The Royal Scots (with claymore and bagpipes) Thames River Police, the Royal Hospital School, Holbrook, The Duke of Edinburgh's Award Scheme and RNA Watford.

Despite, wet and windy weather, the course help up well and the event organiser, Rayleigh RNA Secretary Alan Booth, hopes to organise an event along the same lines for charity in April.



● Britannia's RS Phil Hook (centre) with (left) RS Paul Powell, and POCA Dave Byles and Rayleigh RNA's Bob Hill, Greg Foster and Alan Booth.

# RNAC's run of bad luck continues

THE ROYAL Navy Athletic Club's poor showing in the Hampshire League continued last month.

This time the men were present in greater numbers, but it was mainly the older and ex-Service athletes who turned out.

On a bright, warm afternoon, the Memorial Park, Basingstoke, was more of a fast, grass track circuit than the traditional cross-country course and Simon Sheard ran a steady if uninspired race for 45th.

This matched his place in the same fixture although the time was 45 seconds slower and was likely to have been his last race in the league as he is leaving the Navy and moving to the midlands. Simon's hard work on behalf of Navy athletics will be sorely missed.

Paul Davoile (Dolphin) in 62nd and Mike McLaughlin (Excellent) in 65th followed Simon in while John Gueran also broke into the top 100 by finishing 89th. John rarely misses a fixture and is showing excellent improvement after a knee operation last Easter.

A welcome newcomer was Lt Cdr Shepherd (Dolphin) who was the club's closing scorer. Club stalwarts Paul

### CROSS-COUNTRY

Kirkpatrick in 178th, Ken Barton in 222nd and Brian Howard in 226th ensured the RNAC vests, sweatshirts and bobble hats were visible amongst the field. For the ladies, only Sally Donnelly (RH Haslar) competed finishing 45th.

While the mens team languish in 24th place, Sally is working hard to maintain the club's cross-country base in Portsmouth (the club finished 4th last season). If you know of anyone interested in running for the club please get them to contact Sally on RH Haslar ext 2413.

### Westward league

In the Westward League, club members are even fewer but at least Bob Chapman (Heron) and Bill Francis (CFM Devonport) are keeping the flag flying.

In the fourth fixture over an atrociously muddy course at Paignton (who said anything about the English Riviera!) Bob finished 18th and Bill 35th.

Even at this midway phase in the league fixtures, Bob

looks to have both veterans over 50 and over 45 categories sewn up.

A good turnout by Navy athletes ensured JS Northwood vests were well to the fore in the recent London Services League race at SEME Bordon.

A small field enjoyed a testing course through the woods of Bordon. Simon Sheard led for the first half lap in an attempt to break up the runners and compensate for his lack of finishing speed but he paid for his adventurous start later and slipped to fourth for the second time in three races.

Martin Price ran a more conservative race and finished strongly for third. Danny McCabe, beginning to come to terms with 'the short flat races down south' improved his position in the league yet again to finish 11th.

Lynsey Gannon was never seriously threatened and completed a hat trick of wins while Mark Ashby was also clear in 2nd place.

Any runners who would like further details of the League should contact Martin Price (Northwood ext 46716) or POWPT Steph Groves (Northwood ext 37820).

## In brief

### Youdale wins squash open

AN UNSTOPPABLE LWTR Jason Youdale won the Open Singles Squash title at the RN Championships at HMS Temeraire.

Other title winners were Lt Robin Young (Vets Singles) Tim Webb (Vintage Singles) LWTR Youdale and CPO Dave Strickland (Doubles) CPOPT Jocky Stewart (Open Plate) and Lt Frank McKeown (Classic Plate.)

### Victory for Navy women

THE RN Women's Football team played their inaugural match against Horndean Ladies at Burnaby Road, Portsmouth, last month.

After their first coaching session with Lt Cdr Henry Millington the same afternoon, the RNW went on to win the match 3-0.

The goal scorers were Lt Charlie Atkins, LWTR Claire Watts and LWAEA Trish Wilkinson.

### Bobsleigh duo on fast track

LT PAUL ATWOOD has been celebrating his first World Cup medal after taking bronze as the brakeman with the GB 1 four-man bobsleigh team at Winterberg, Germany.

Meanwhile, Mne Lee Johnston was consolidating his position as a crewman with the GB 2 four-man team. Both men, from CTCRM, have had a meteoric rise in bobsleigh, from novice to World Cup in two years.

The pair, who also hope to qualify for the 1998 Winter Olympics in Japan, attribute their success to basic Royal Marine fitness.

### Broncos play in Portsmouth

A SERVICES Select Rugby League XIII will play the London Broncos at Burnaby Road, Portsmouth, kick off 1800.

The team will also be visiting HMS Collingwood on January 30 for a coaching session with the Services players.

Admission to the Portsmouth match is free - don't miss the chance to see a Super League team in action!

### RN Gibraltar does it again

RN GIBRALTAR followed up their victory in the interservices Cricket by winning the Combined Services Football League Cup Final.

In a hard-fought and entertaining match against the Army, the score was level at 1-1 at full time, but the Navy won the match under the 'golden goal' rule by scoring first in extra time.

### River race

ENTRIES are wanted for the 125-mile Devizes to Westminster Canoe/Kayak race on Good Friday April 10.

For details write to the competition secretary, Boscombe Forge, Church Rd, Bookham, Surrey KT23 3JG.



# Sport



● Rory McNeile and Paul Johns charge through the Millbrook test track special stage on the first day of the Network Q RAC Rally. Picture by courtesy of Tony Large Photographic.

## Early season success bodes well for Navy's rally team

THE ROYAL NAVY Rally Team has won the prestigious Garrards Cup for the highest placed military or police crew in this year's Network Q RAC rally.

Contesting the final round of the FIA World Rally Championship for the third year, the Navy team finished the tough 1,300-mile high speed event second in class and 73rd overall from 160 starters.

Britain's Colin McRae won the rally, but failed in his bid to snatch the world title from Finland's Tommi Makinen by a single point.

The RN team enjoyed a relatively trouble-free event with a smooth start on the initial leg starting in Cheltenham and including timed stages at Blenheim, Silverstone, Woburn and Donnington, leaving them in 6th place at the end of the day.

The second day saw them start in earnest in the demanding forests of mid and North Wales. Coping with fog and darkness, the team arrived back in Cheltenham 5th in class and less than a minute behind the car ahead. The final day saw more fog and slippery con-

ditions on the forest tracks of South Wales, but they kept up a rapid pace to haul in the car ahead, while three of their competitors fell by the wayside, to give the RN second in class – an excellent result for the team in only its second event of the season.

Team driver Lt Cdr Rory McNeile said the result was down to some excellent teamwork, with the servicing team keeping the Peugeot 106 Rallye on the road and going strong throughout the event despite limited time to work on the car.

□ The team were supported by DNR, Pooles Peugeot of Fareham, Home and Leisure Hire, Esso Oils and the RN Motorsports Association.

# Service gears up for round-the-world race



● Lord Portal: one of three Joint Services Nic 55s which will give up to 108 RN personnel the chance to take part in a round-the-world race.

STAFF at the Joint Services Sailing Centre at Gosport are gearing up for the Forces' first round-the-world yacht race since the 1989 Whitbread.

The prohibitive cost of competing seriously in the Whitbread (£5m to £10m) has put it beyond the Forces' reach for over eight years.

But the new event, Transglobe 1998, is designed to make round-the-world racing affordable and within the realms of non-professional yachtsmen.

Three Nicholson 55s from the Joint Services Sailing Centre will be leaving England on a feeder race to Antigua in November this year, crewed by Servicemen and women of all abilities, from Yachtmaster Ocean to novice.

The boats will then sail 30,000 miles in eight legs, to Balboa, Honolulu, Hong Kong, Singapore and Penang, Cape Town, Buenos Aires, Grenada and back to the UK by December 22 1999, taking on a fresh crew at each port.

This will give up to 108 RN personnel the chance to take part, with their personal contributions averaging around £500, depending on the length of each voyage.

The race is being organised by the Royal Ocean Racing Club and, unlike the Whitbread, avoids the extremes of the Southern Ocean by using the Panama Canal instead of rounding Cape Horn.

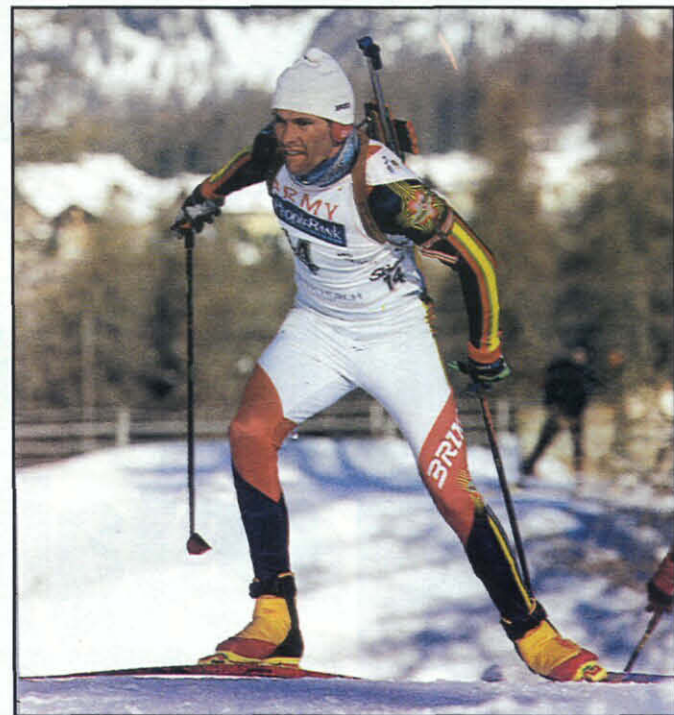
Any regular Serviceman or woman with experience or aptitude can apply. Half of each crew must be under 25, and a third must be novices.

For more details, watch out for the JS DCI or contact the Project Office, Transglobe 1998, JSASTC Gosport, Hants PO12 2AQ, Tel 01705 765003.

## RN going well down under

AS NAVY NEWS went to press the RN sailing team led by Lt Cdr Mike Broughton was starting the first of nine races for the Southern Cross Cup in Australia.

Mike reported 100 per cent commitment from his crew and said they were making up for the lack of local knowledge with their determination, and that they had already notched up a win over the RAN in a preliminary harbour race.



## OLYMPIC HOPEFULS

ROYAL MARINES Ceri Thomas (above) and Craig Haslam have been battling with their Army biathlon team-mates to be selected for the 1998 Winter Olympics in Japan.

There are only two places available, and the final decision will be made on January 11 after training and racing in Scotland, Austria and Scandinavia.

# South African team on tour



HMS EXCELLENT'S CWPT Elaine Lindsay captained the Combined Service hockey team which took on a formidable side from South Africa at Burnaby Road, Portsmouth.

With five full internationals in the Stellenbosch University side, the match provided the CS team with some of the stiffest opposition they have encountered to date.

## Opening lead

The CS side, with six RN Women players, took the lead in the opening half when Lt Charlie Atkinson (HMS Dumbarton Castle) scored, but the visitors fought back to gain a 2-1 advantage by half time.

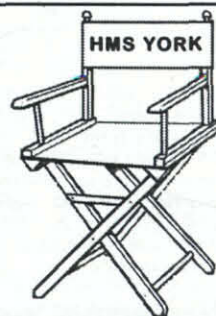
Despite the CS team's efforts to compete at the same level as the visitors, the Stellenbosch team stepped up a gear and finished the match with a 7-1 lead.

● Left: teams exchange gifts at the end of the match.

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Dept NN, The Ferry Point, Ferry Lane, Shepperton-on-Thames, Middlesex, TW17 9LQ, England.





## Warship in Hong Kong

DECEMBER saw the first RN warship return to Hong Kong since the hand over to China.

HMS Nottingham put in to give the ship's 270-strong crew a well-earned break from their seven-month deployment to the Gulf.

## Rating killed on railway

A SAILOR from HMS Northumberland was killed when he was hit at night by a 130-ton rail track maintenance vehicle.

LS(R) John Wright (36) was struck on the railway line at Hemerdon Bank, Plympton at 1.40am on November 17. A British Transport Police spokesman said the rail vehicle was travelling at only 15mph at the time.

LS Wright was married and on leave from his ship which returned from Mediterranean deployment in mid-December. An inquest was opened and adjourned pending further inquiries.

## Cheaper calls in the pipeline

THE FORCES charity Aggie's is launching a scheme to bring down the cost of calling home for sailors, Royal Marines and their families.

The initiative, which is being launched with the help London's Burning star Zoe Hayes (Chief Sub Carol) will depend on demand and the charity wants to hear from personnel who are interested in low cost local and national calls, internet access and video conferencing.

You can help them by calling an information line on 0800 783 3880. All calls are free.

# Defence review details due soon

CRUCIAL decisions in the Strategic Defence Review on size, readiness and equipment of the Armed Forces are now expected to be made by the end of February.

Every capability is being scrutinised in an equal manner, although it is accepted by many senior officers that capabilities geared more towards Cold War scenarios may not find a place in the new force structures.

Defence Secretary George Robertson has directed that there should be particular focus on forces based overseas, the Reserves, increased joint operations, equipment programmes, technology, efficiency, the Investment In People scheme, and Defence diplomacy – reducing threat by active engagement of countries which could prejudice international security.

The review is also designed to

produce an accurate picture how quickly Britain's front-line forces will be able to deploy and their ability to meet any new policy requirements.

### War and peace

The recent House of Commons debate and a third Strategic Defence Review seminar confirmed the Government's intentions that the UK should

continue to play a leading role in NATO and the United Nations.

The need for British Forces to be able to deploy effectively in both war and peace time, during conflict and for humanitarian causes, has also been stressed.

A Ministry of Defence SDR liaison team has also been set up and is charged with visiting as many units and establishments as possible to keep personnel up-to-date with developments.



## Iron Duke blazes away

HMS IRON DUKE conducted the twelfth Harpoon missile firing by a Royal Navy warship during her weapons training exercises in the Caribbean.

The ship also fired 150 rounds of 4.5-in shells onto the Puerto Rican beaches during a display of naval gunfire support. The ship returned to Portsmouth in December.

## FIRST FEMALE PWO



THE NAVY'S first female Principal Warfare Officer has taken up her appointment in HMS Sheffield.

Lt Cdr Vanessa Spiller (33) from Winchester was the top Underwater Warfare student and second overall in PWO training at HMS Dryad. She joined the Navy as a Wren Radio Operator in 1983 and has served in HM ships Sirius, Broadsword and Brave.

## INSURANCE REVIEW

ARMED Forces Minister Dr John Reid has announced a review of the complex and sometimes anomalous rules governing payments to personnel who are killed or injured, or who become ill as a result of their Service.

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# BRITANNIA

**Sunset celebration of the Royal Yacht's 44 years**



**INSIDE: Her roots, her life, her last tour and her decommissioning**



# Thousands cheer Britannia home after



● Wearing her long paying-off pennant, HMY Britannia is escorted by a flotilla of small craft as she returns for the last time to her home port of Portsmouth.

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## RULE BRITANNIA ROYAL DOULTON CHARACTER JUG



Royal Doulton

Royal Doulton model no. D7107

The Royal Yacht Britannia is an important part of our naval history. As a tribute, Royal Doulton have been commissioned by Travers Stanley Collections to produce a celebration of Britannia.

The design of the Britannia character jug is based on the image which has grown to epitomise the spirit of our nation, an image that has been in use on coins since 1672.

In a strictly limited production of 1,997, the Britannia jug, 4 1/4 inches (11 cms) in height, has been modelled by W K Harper of Royal Doulton who has captured a regal quality of fine beauty handpainting the jug in shades of blue.

Exclusive to Travers Stanley Collections, this exquisite character jug, with its numbered certificate of authenticity from Royal Doulton, is a fitting tribute and is available at £59.85. Reserve yours today.

Guarantee: If you decide not to keep the Jug, we will refund your money. If there is a defect, please return and the jug will be replaced.

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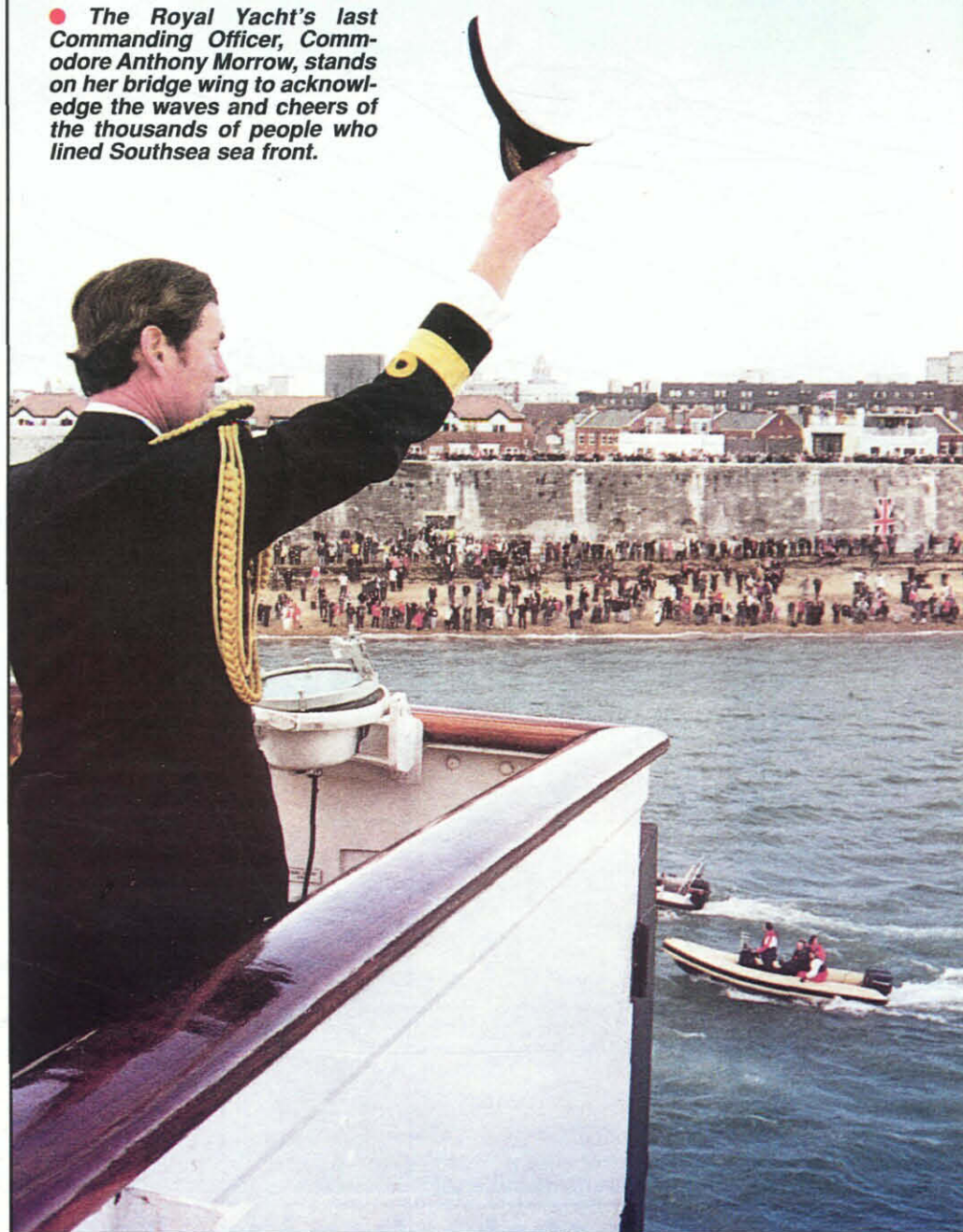
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● The Royal Yacht's last Commanding Officer, Commodore Anthony Morrow, stands on her bridge wing to acknowledge the waves and cheers of the thousands of people who lined Southsea sea front.



Pictures: LA(PHOT)s Dave Hunt and Nobby Hall



# last tour reaches its climax in London



## CAPITAL FINALE

**T**HE ROYAL Yacht was the epitome of British sang froid as she slipped down the River Thames for the last time.

Crowds cheered from the banks, Tower Bridge and piers, boats fussed about her on the river, helicopters buzzed incessantly overhead – but Britannia was serenity itself as she glided out of the Pool of London on her final voyage.

Dead on time, the last mooring rope was slipped, the shortened paying-off pennant was raised, and the Yacht was nudged sideways into mid-stream to allow her to pass under the raised roadway of Tower Bridge.

The Band of the Royal Marines Portsmouth played *Auld Lang Syne* as the ship blasted a final farewell on her steam siren, which was answered by a cacophany of

hooters, sirens and horns – one of the first coming from the visiting French frigate Second Maitre le Bihan, alongside HMS Belfast.

"In 1954 the first royal visit in the UK for Britannia was to London, so it is appropriate that it is from the capital that she makes her

**—By Mike Gray—  
on board Britannia**

final journey," said Cdr Rupert Head, the ship's public relations officer.

Director of Music Capt David Cole RM then led his musicians in a medley while the ship, with tugs bobbing in her wake and at her bows, but under her own power, passed Wapping and Limehouse with crowds still watching and flashguns glittering on both banks.

She cruised past the glittering glass edi-

fices of Docklands and the skeletal Millennium Dome. Greenwich once again had a special message for the Yacht; fireworks burst overhead as the Duty Officer at the Royal Naval College saluted from the gates, the ship's band striking up *Rule Britannia* to the accompaniment of the siren.

The ship had been watched up-river the previous week by the Commander of the RN College, Cdr Johnny Maughan, who had a special interest in her passing, having been navigating officer in the Royal Yacht until April 1996.

Britannia's senior engineer, Lt Cdr Dickie Randall, left no one in any doubt as to the pride he feels about the ship. "When we get back to Portsmouth, Britannia will have done 1,086,041 nautical miles in her life," he said. "That will include 32,401.7 nautical miles since we left Portsmouth in January."

It was difficult to gauge the mood of the Yachtsmen, some of whom had spent most of their Naval career in the ship. "We've been very busy here – no one has had a chance to take stock. It will hit us tomorrow by the time we reach Portsmouth. I've only been in her for 20 months, but some people have put a life's work into the Yacht."

**B**y the time the Thames Barrier drew closer the escorting fleet – including the historic tug Golden Cross, which had led her into London a week earlier – had dropped far astern, but admirers still made their feelings known in another exchange of sirens, this time with the Woolwich Ferry and lorry drivers on the quays and jetties alongside.

Meanwhile, the ship's company of 240 were stepped down to reduced special sea duties – a condition dictated by the tricky art of river navigation in a large ship.

Turning to her last deployment to the Far East, Lt Cdr Randall said Britannia had proved an asset to the last. "We visited 18



● The Queen and Duke of Edinburgh arrive on board the Royal Yacht at the ship's berth in the Pool of London. They were followed by the Prince of Wales who spent his 49th birthday in Britannia.

countries this year on a commercial trip, including four ports in Japan, and everywhere we went people said they were coming to the presentations because they were on the Royal Yacht. We've had orders for British firms worth £2 billion signed on the Yacht since January, and massive crowds everywhere, even though we were not open to the public.

"There have been 110 major commercial and diplomatic events this year, 99 per cent of them trying to get people to invest in Britain. We've been away from our base port for about eight months."

He has no doubts that the ship has plenty of life left in her. "From Manilla to the Suez this summer we did the fastest passage in her 44-year history, and the engines ran as sweetly as you could wish. We kept up the highest sustained average speed we've ever done, for more than two weeks in the monsoon season."

"This is the most reliable ship I've ever

■ Turn to Supplement page VII

## Musical tribute to Yacht

A MUSICAL tribute to the Royal Yacht by the Royal Philharmonic Orchestra under the baton of Carl Davis has been issued as a CD.

Augmented by the Brighton Festival Chorus, the orchestra plays such favourites as *Jerusalem*, *Rule Britannia* and *Auld Lang Syne*. It also includes a new arrangement by Carl Davis of the Rod Stewart song *Sailing*.

The album, *Britannia*, is the first UK classical release to be recorded by a new process called "high density compatible digital".

The foreword has been written by Commodore Morrow, and King George's Fund for Sailors will receive a donation for each copy sold.

The CD is available at all good record shops or through the advertisement which appears in page VII of this supplement.

● OUR FRONT COVER photograph by LA (PHOT) Jim Gibson of HMS Neptune, shows HMY Britannia sailing into the Clyde, for her visit to Glasgow.



## Historic shut-down

FOR THE Royal Yacht engineers the grand finale came with the final shut-down on November 22 of Britannia's main boilers.

Getting together for this picture of the event on the day the ship came alongside at Portsmouth are POMEM(M)s David Rayner, Andy King, Pat Patterson, Gary Charman, Les Greening, Andy Graham and Duncan Gibbs.

The boiler room contains two main and one auxiliary Foster Wheeler D Type boilers. The main boilers are fitted

with three burners each and produced 75,000lb of steam per hour at 300 psi. The auxiliary boiler has two auto burners and produced 20,000lb of steam.

Britannia is the last HM vessel to have steamed using three boilers connected. They produced steam for the turbo-generators, evaporators, galleys, laundry, air-conditioning and heating as well as for the main engines.

Under normal steaming the temperature above the boilers was 160 degrees F – perfect for cooking the middle watch's spuds.



## A year-by-year guide to HMY Britannia and her travels:

**1938** Admiralty first consider replacing the Royal Yacht Victoria & Albert (launched 1899).

**1939** Plans drawn up, but outbreak of World War II halts progress.

**1951** Admiralty propose building new Royal Yacht which could, in time of war, be converted for use as hospital ship. Final plans for ship approved by King George VI, the title of Flag Officer Royal Yachts (FORY) comes into use for first time. King appoints Admiral Lambe as first FORY.

**1952** John Brown & Co Ltd of Clydebank awarded contract in February to build Royal Yacht (Ship No.691). J. Patrick McBride appointed to oversee decoration of State Apartments and Royal Suites. Sir Hugh Casson appointed consultant architect. Queen decides hull colour should depart from tradition for Royal Yachts in that Britannia's would be navy blue, not black. She puts forward the idea of gold-leaf trim on the hull.

**1953** Queen launches Britannia on April 16 at John Brown's shipyard.

**1954** Britannia commissioned in January. Her building costs are just over £2 million. Embarks Queen, Duke of Edinburgh and Royal children for homeward voyage after visit to Libya. Returns Duke of Edinburgh from Canada visit.

**1955** Visits to West Indies (Princess Margaret); Mediterranean for Combined Fleet exercises and Denmark (Duke of Edinburgh); Norway ((Queen and Duke); Wales, Isle of Man, Scotland (Queen, Duke of Edinburgh, Prince Charles and Princess Anne).

**1956** Mediterranean visit with Duke of Edinburgh for Fleet exercises; Sweden (Queen and Duke). Swedish Royal Family gift modern furniture for use in Britannia. Visits to Scotland (Duke of Edinburgh); East African states (Princess Margaret). Duke of Edinburgh's world tour begins, including Australasia and Antarctic region.

**1957** Duke of Edinburgh's world tour. Visit to Portugal and Denmark (Queen and Duke); Channel Islands (Queen, Duke and Prince Charles).

**1958** Netherlands (Queen); N. Ireland (Queen Mother); Great Britain (Queen and Duke).

**1959** Duke of Edinburgh's visit to S.E. Asia, Hong Kong, Pacific Is. and Bahamas. Queen and Duke on board Britannia to open the St Lawrence Seaway. President Eisenhower on board. So that she could pass under bridges of the St Lawrence, the Royal Yacht had the top 20ft of her mainmast and aerial hinged.

**1960** West Indies (Princess Anne). West Indies honeymoon cruise for Princess Margaret and Antony Armstrong-Jones.

**1961** Visits to Gibraltar, Tunisia (Queen Mother); Italy (Queen and Duke); Greece, Turkey (Duke and Duchess of Gloucester); England, Northern Ireland (Queen and Duke); W. African states (Queen and Duke).

**1962** Gibraltar, Cyprus, Libya (Princess Anne); England (Queen Mother, Queen, Duke of Edinburgh).

**1963** Australasia, Fiji (Queen and Duke); Channel Is., Isle of Man and England (Queen Mother).

**1964** West Indies (Queen Mother); Scotland (Queen and Duke); Iceland, Bahamas, Mexico, W. Indies (Duke of Edinburgh); Canada (Queen, Duke of Edinburgh, Princess Anne).

**1965** Netherlands (Princess Margaret and Lord Snowdon); West Germany, Britain (Queen and Duke).

**1966** W. Indies (Queen and Duke); Australasia (Queen, Queen Mother).

**1967** Canada (Queen, Duke of Edinburgh and Queen Mother).

**1968** Brazil and Chile (Queen and Duke). First of Britannia's 'Sea Days' in Brazil to promote trade. Visit to Gibraltar (Queen Mother).

**1969** Visit to Wales (Queen and Duke) for Investiture of Prince of Wales.

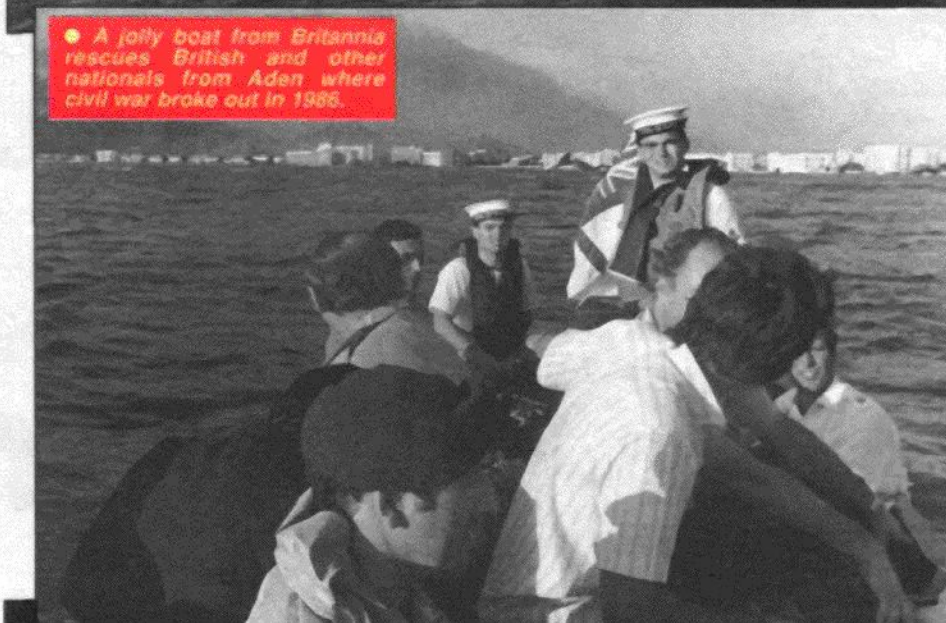
**1970** Bunks replace hammocks for men of Royal Yacht. Britannia last HM ship to use hammocks. LS Jamie Stewart, who had never used a bunk at sea, given special permission to retain his hammock. Visits to Australasia, Fiji, Tonga (Queen and Duke).

**1971** Panama Canal and Pacific islands (Duke of Edinburgh); Canada, Turkey (Queen, Duke of Edinburgh, Princess Anne).

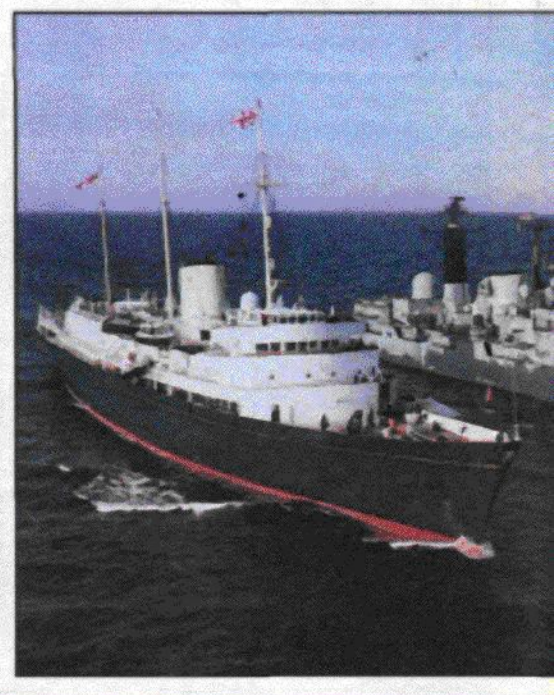
● The Royal Yacht leads HM ships Juno and Decoy during a passage exercise en route for the visit to Gibraltar by Queen Elizabeth the Queen Mother in 1968.



● A jolly boat from Britannia rescues British and other nationals from Aden where civil war broke out in 1966.



● 1990 - and fireworks light up Britannia as she lies in the Pool of London during the Queen Mother's 90th birthday celebrations.



● The Queen and her husband Prince Philip on board Britannia for a Norwegian visit.



**1972** South-East Asia (Queen, Duke of Edinburgh, Princess Anne); Channel Is. (Princess Anne).

**1973** Princess Anne and Capt Mark Phillips on honeymoon cruise to W. Indies and Galapagos Is.

**1974** Australasia, Far East (Queen and Duke).

**1975** Mexico, Jamaica, Channel Is. (Queen and Duke); Central America (Duke of Edinburgh). Mexico visit to promote trade.

**1976** Finland, USA for Bicentennial celebrations (Queen and Duke); Canada for Montreal Olympics (Queen, Duke of Edinburgh, and Princes Charles, Andrew and Edward). New York visit to promote trade.

**1977** Royal Fleet Review at Spithead to mark Queen's Silver Jubilee. Visits to

Australasia, Samoa, Tonga, Fiji, W. Indies (Queen and Duke).

**1978** W. Germany, Channel Is. (Queen and Duke).

**1979** Queen and Duke of Edinburgh visit Gulf States where two Persian rugs presented for Britannia's Royal deck. Probably most valuable item on board - sculpture in solid gold of two camels under palm trees - presented by Ruler of Dubai. Visits to Denmark (Queen and Duke) and British locations (Queen Mother).

**1980** France (Prince of Wales); UK (Queen, Duke of Edinburgh, Queen Mother); Italy, N. Africa (Queen and Duke). Naples visit to promote trade.

**1981** Honeymoon in Mediterranean and Red Sea of Prince and Princess of Wales. Visits to Norway, Shetland, Indian Ocean,

Australasia (Queen and Duke). King Olav V on board for Norwegian visit.

**1982** France for the 40th anniversary of the St Nazaire raid; Australia for the Commonwealth Games (Duke of Edinburgh); Australasia and Pacific islands (Queen and Duke of Edinburgh); England (Queen Mother).

**1983** Mexico, USA, Canada, Sweden (Queen and Duke); Canada (Prince and Princess of Wales). Promotion of trade in Stockholm.

**1984** France for 40th anniversary of D-Day, Canada (Queen and Duke); Italy (Queen Mother).

**1985** West Africa, Portugal (Duke of Edinburgh); Madeira (Duke of Edinburgh and Princess Alexandra); Portugal, W. Indies and Bahamas for Commonwealth Heads of Government meeting (Queen

and Duke); Italy (Princess of Wales). Trade prom

**1986** Britannia called on to evacuate 1,068 people to safety from former British colonies where civil war had broken out. week-long operation, command of Rear Admiral 1,068 people to safety. Britannia's Boatswain is later awarded the for Bravery. Visits to Australia and New Zealand; Oman and S. Princes of Wales); C. Azores honeymoon (York. Promotion of Shanghai.

**1987** Major refit included restoration of tings.

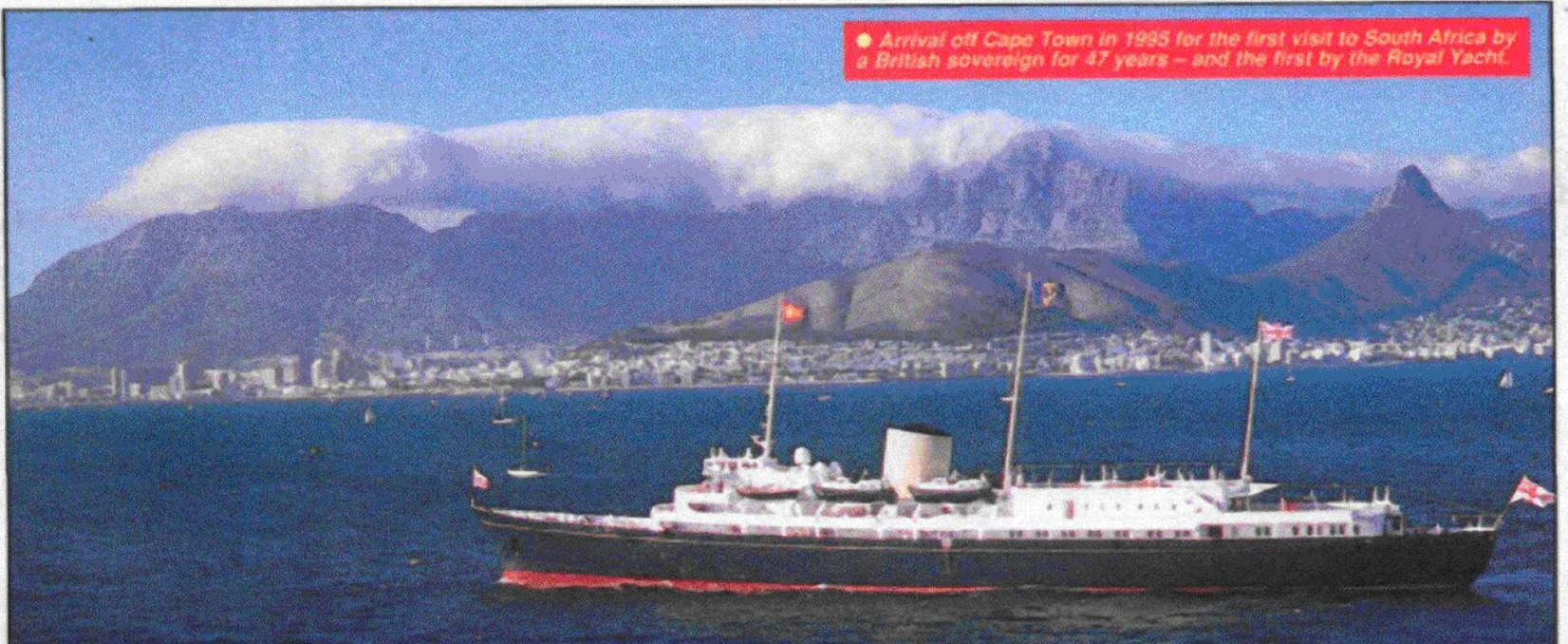
# SHIP ST



● Light jackstay transfer with her escort, HMS Glasgow, during the Queen's first visit to Russia.



● Arrival off Cape Town in 1995 for the first visit to South Africa by a British sovereign for 47 years – and the first by the Royal Yacht.



# SHIP OF STATE



● The Queen and her sailors in the early 1970s. Members of the Royal Family found it easy to relax on board Britannia where many of the faces of the crew were as familiar to them as members of the Royal Household.

● Duke of Edinburgh bid farewell to Mr John Falconer before leaving Perth, Western Australia in Britannia in 1988. He was Princess Anne's detective before he emigrated.



● 1994 – Centre-stage during the international commemoration of the 50th anniversary of the Normandy landings.



● Prince and Princess of Wales visit to Lisbon.

route to Australia when British and other national-ship Protectorate of Aden, broken out. In hazardous, Royal Yacht, under com-ral John Garnier takes safety. Lt Bob Easson, acts as beachmaster and Queen's Commendation China and Hong Kong, Zealand (Queen and wadi Arabia (Prince and yprus (Prince of Wales); Duke and Duchess of trade in Adelaide and

**1988** Barbados, Costa Rica, Galapagos Is. (Duke of Edinburgh); USA (Duke and Duchess of York); Spain (Queen and Duke); Italy (Queen Mother). Trade promotion in Los Angeles and Barcelona.

**1989** Singapore, Malaysia and Channel Is (Queen and Duke); East Indies (Duke of Edinburgh); Hong Kong (Prince and Princess of Wales); France (Queen Mother). Trade promotion in London and Malaysia.

**1990** Iceland (Queen and Duke); Nigeria and Cameroon (Prince and Princess of Wales); W. Indies (Princess Royal). Trade promotion in London and Brazil.

**1991** USA (Queen and Duke); Brazil for environmental seminar (Prince of Wales); Wales (Duke of York); Portugal (Duke and Duchess of Kent); Canada (Prince and Princess of Wales and Princes William

and Harry). Trade promotions in Brazil, Florida, Lisbon, London.

**1992** Contingency plans dropped for conversion of Britannia into hospital ship in time of war. Visits to Malta, France (Queen and Duke). Trade promotions in Rome, Stockholm, Leith. EC Summit dinner at Leith.

**1993** W. Indies tours by Duke of Edinburgh and Prince of Wales; East Coast of England, Cyprus, Saudi Arabia, Abu Dhabi, India (Queen and Duke); Turkey (Prince of Wales). Trade promotions in Florida, London, Abu Dhabi, Bombay, Istanbul, Athens.

**1994** Defence Secretary Malcolm Rifkind announces in Parliament that HM Y Britannia to be decommissioned in 1997. Britannia steams her millionth mile. Tour of West Indies, Bahamas, Bermuda (Queen and Duke). In London for Prince of Wales. D-Day 50th anniversary commemoration in Britain and

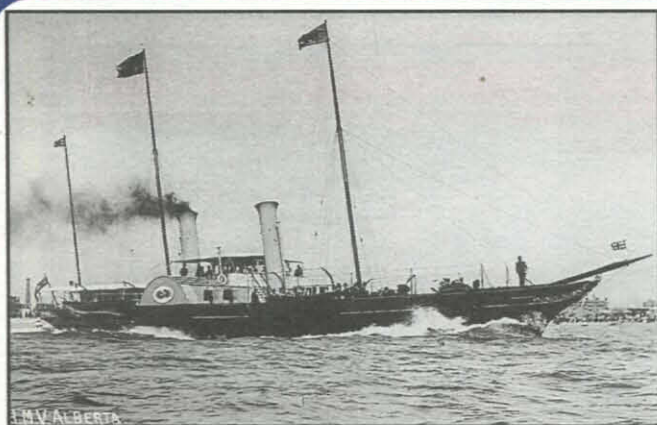
France (Queen and Duke of Edinburgh, Princess Royal and Cdr Timothy Laurence, Princess Margaret, King Harald of Norway, Prince Bernhard of Netherlands, Presidents of USA, Czech Republic, Poland, Slovakia, and Prime Ministers of Australia, Canada, N. Zealand and Britain); first visit to Russia during which President Yeltsin a guest on board, Denmark (Queen and Duke). Trade promotions in New York, Helsinki and St Petersburg.

**1995** South Africa tour (Queen and Duke); Germany (Duke and Duchess of Kent).

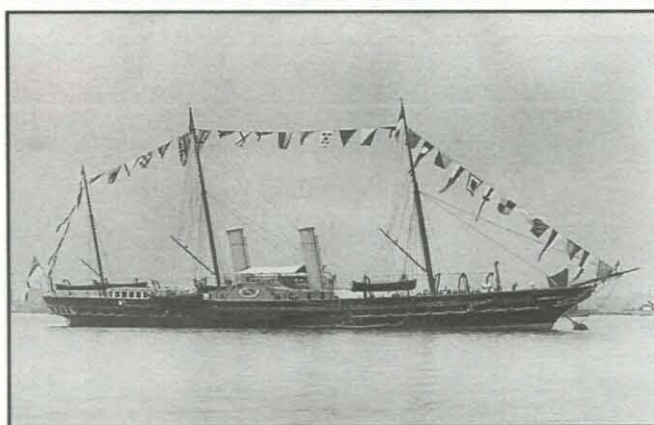
**1996** USA (Dukes of Edinburgh and York). On way back to UK, Britannia damaged by mountainous seas and enters drydock in Portsmouth for repairs. Visits Amsterdam (Duke of Kent); N. Ireland (Prince of Wales); Falmouth (Queen Mother). Last attendance at Cowes Week with Duke of Edinburgh.

**1997** Last major voyage. Official visits by Prince of Wales to Kuwait, Bahrain, Qatar. Prince Edward visits India. Handover to China of Hong Kong (Prince of Wales). Disembarks Prince and former Hong Kong Governor Chris Patten and family at Manila. Non-stop passage from Manila to Gibraltar is longest and fastest made by Britannia. During eight-month deployment Royal Yacht also visits Malta, Egypt, Yemen, Singapore where she is repaired following a minor accident during refuelling at sea with her accompanying tanker RFA Bayleaf. Also visited are Japan and South Korea. Final, farewell deployment around UK begins on October 20, taking in Plymouth, Cardiff, Belfast, Liverpool, Glasgow, Aberdeen, Newcastle, London. HM Y Britannia decommissions at Portsmouth on December 11 in the presence of the Queen and Duke of Edinburgh.

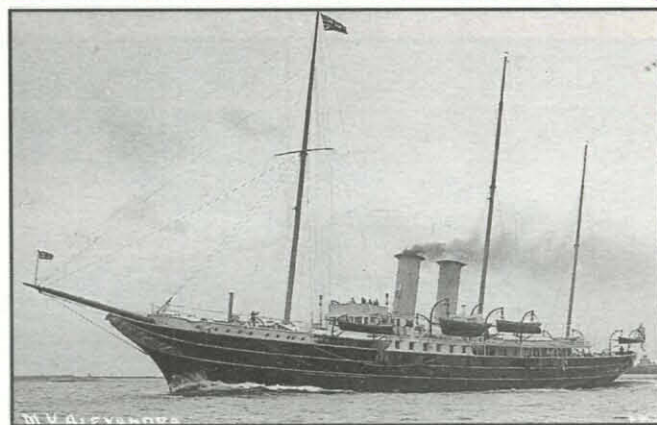




1863-1912 ... HMV Alberta

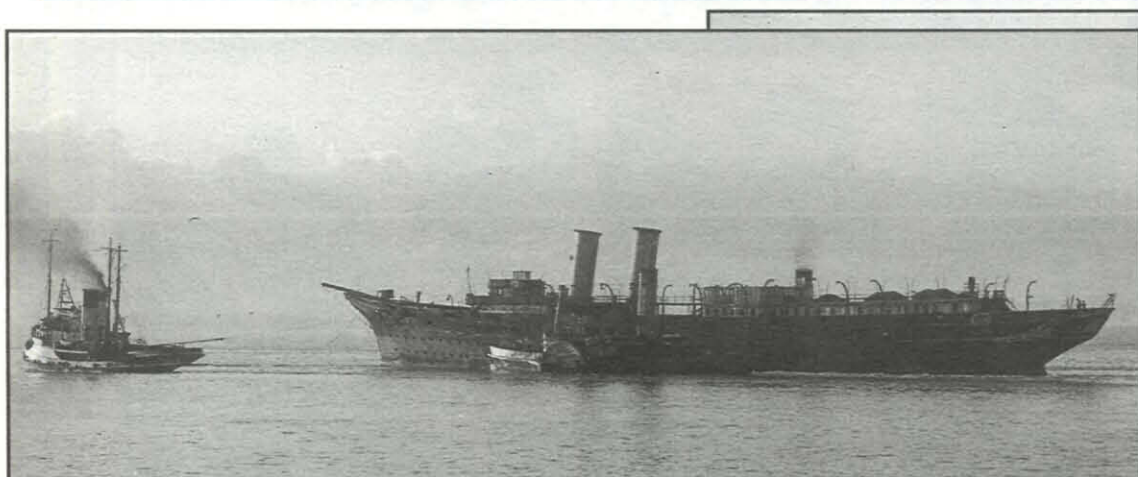


1870-1908 ... HMV Osborne



1907-25 ... HMV Alexandra

# END OF THE LINE



## Final chapter in 300-year story of Royal Yachts

**T**HE DEPARTURE of HMV Britannia has brought an end to a long line of Royal Yachts spanning three centuries.

No fewer than 66 official yachts have been used by British monarchs since the first was presented to Charles II by the people of Amsterdam where he had spent his exile.

He took possession of the 50ft vessel soon after his return to England in 1660, and named her the Mary after his daughter, the first Princess Royal. For Charles, the Mary was the first of a fleet of no fewer than 27 yachts of various shapes and sizes, most of which, as a keen sporting yachtsman, he used in races – particularly against his brother, the future James II.

One, however, became the first Royal Yacht to provide sumptuous living accommodation – a floating palace – in 1682. She was the strangely named Fubbs, reflecting Charles's blatant promiscuity, for "Fubbs" was the pet name of his favourite mistress of the time, the Duchess of Portsmouth.

Fubbs sailed on well after her first owner's death, being rebuilt by William III and again by George I in 1724.

However, Charles's successors in the 18th century lacked his enthusiasm for yachting, and built and maintained their own vessels mainly for passage across the Channel.

Twenty-five of Charles's impressive fleet were passed on for general service with the Royal Navy. Most notable of these were the Merlin and Monmouth which in

1693 made the first comprehensive survey of Britain's coastal waters, producing charts which were still in use towards the end of the 18th century.

Nevertheless, it was in George II's time that the longest serving Royal Yacht was built. Initially called the Royal Caroline, she was renamed the Royal Charlotte after George III's bride, and served until 1817 when a new yacht, the Royal George, succeeded her.

The Royal George, whose interior was fitted out in all the elegance and splendour of the period, was destined to be the last sailing Royal Yacht. Initially, she was used by the young Queen Victoria, but she was not amused by the vessel's slowness and motion – which made her violently seasick.

After a three-day voyage to Scotland, during which the yacht was overtaken by steam colliers, Victoria vowed never again to set foot on the vessel, and promptly ordered a new one – a paddle steamer.

Completed in 1843, she was the first of three vessels to be named Victoria & Albert. She was used by the Royal couple on average twice a year over the next ten years.

**B**y now maritime technology was advancing swiftly, and it was not long before the second Victoria & Albert was brought into service. Larger, faster and with a greater range than her predecessor, Victoria & Albert II served for 45 years from 1855 and was used by the Royal Family 150 times – two-thirds of those voyages being to foreign ports.

Meanwhile, the Queen and Prince Consort's attachment to their home at Osborne House in

the Isle of Wight, made it necessary to build a smaller vessel – the Elfin – which, with the Royal Yacht's tender, would be used to ferry them and their needs back and forth across the Solent.

When the Queen was at Osborne, the Elfin, a small paddle steamer, made daily trips between Portsmouth to Osborne Bay, carrying despatches, newspapers and correspondence.

Among the lesser known Royal Yachts were another two built for Queen Victoria – the Alberta, launched at Pembroke in 1863 and broken up at Portsmouth in 1912; and the Osborne, launched in 1870 and sold in 1908.

It was during Victoria's reign that yacht racing became fashionable, and Cowes Week attracted royal patronage in the form of the Prince of Wales, the future Edward VII.

Among the best known of his many yachts was the Britannia, which won 157 prizes at Cowes. When Edward died, she was inherited by George V who often took the helm himself at regattas. So fond was he of Britannia that he willed her to be scuttled when he

died – and his wishes were carried out in 1936.

But her wheel, which steered her to so many yachting triumphs, continued in use – it was installed in the present Britannia.

The third Victoria & Albert, and the last Royal Yacht before HMV Britannia was built, was never used by the Queen. She made her last voyage in Victoria & Albert II in 1900, soon after the launch at Pembroke of the more powerful, twin-screw ship.

Victoria & Albert III was commissioned in July 1901, six months

after Victoria died. The new yacht, the first to have electricity, was much used for travel and lavish entertainment by Edward VII, who appreciated her comfort but bemoaned what he regarded as her ugliness. In addition, Edward had use of the smaller HMV Alexandra, launched in 1907 and named after his Queen.

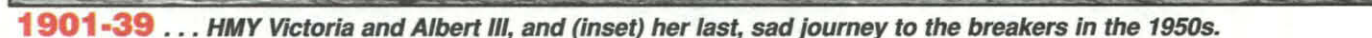
The V & A III was used very little by George V who generally disliked foreign travel and did not warm to foreigners. However, George VI became fond of the vessel, using her for his Coronation

Review in 1937 and several times afterwards until the outbreak of World War II.

On one of the last occasions she was used as a Royal Yacht, the V & A III took the Royal Family on a West Country cruise, during which a Dartmouth cadet dined on board – and that was the first recorded meeting between Princess Elizabeth and her future husband.

During the war, the Victoria & Albert served as an accommodation ship in Portsmouth, eventually being broken up at Faslane in 1955 – without controversy.

1901-39 ... HMV Victoria and Albert III, and (inset) her last, sad journey to the breakers in the 1950s.



## Covering the Britannia story ...

THIS limited-edition commemorative cover has been issued by the Royal Naval Philatelic Society to mark the paying-off of HMV Britannia. The cover incorporates four double-sided photocards and associated leaflet. As well as Britannia, the cards will also feature four previous Royal Yachts – Osborne, Alberta, Alexandra and Victoria and Albert III.

Four categories of the cover, many signed by former Royal Yachtsmen, will range in price from £6-£11. Members of the RN Philatelic Society will enjoy a discount. For orders and enquiries, contact the Royal Naval Philatelic Society, Portsmouth Historic Dockyard, 19 College Road, HM Naval Base Portsmouth, PO1 3LL (01705 291259).



Royal Naval  
Philatelic Society  
H.M. Naval Base  
PORTSMOUTH



# PARTING MOMENT

## And the Queen sheds a tear . . .

**T**HE wind of change blew through Portsmouth Naval Base as Her Majesty's Yacht became plain Britannia.

How many tears were down to emotion, and how many were prompted by the chilly gusts which flipped the caps of three yachtsmen over the side of the ship, was hard to say.

As the crowds – estimated at 2,500 – gathered in grandstands on South Railway Jetty, wintry sunshine lit up Britannia's flags.

But before the royal party and VIPs left the yacht, clouds scudding in from the west had drained much of the colour from the scene.

The Queen, Duke of Edinburgh, and their sons and daughter

looked sombre through the short service, but the event was enlivened by the Royal Marines Band which beat retreat – including a poignant final *Sunset*, when the Yacht's white ensign was lowered for the last time.

Later the Queen had tea with past and present yachtsmen, many of whom had enjoyed impromptu reunions after the formalities.

■ Britannia's last radio message was itself part of a historic global link-up to mark the centenary of Marconi's first permanent wireless station.

The Royal Yacht's signal was the culmination of a day of frantic activity at Alum Bay on the Isle of Wight; appropriately it was transmitted on a Marconi 640HF set, one of the oldest in the Royal Navy.



● Sea King helicopters of 819 Naval Air Squadron based at HMS Gannet provide air escort for HMY Britannia as she steams up the Clyde for her visit to Glasgow. Other ports of call on her last tour included Plymouth, Cardiff, Belfast, Liverpool, Aberdeen and Newcastle.

Picture: LA(PHOT) Jim Gibson



● The last salute . . . from Commodore Morrow to the ship and her men.

Pictures: LA(PHOT) Bunny Warren

## CAPITAL FINALE

■ From page III

been in. She's very well-built and very well maintained – she has to be, because she's hard-worked, not a plaything."

Britannia will probably be Lt Cdr Randall's last sea job, and several of his colleagues are calling it a

day after the Yacht is destored in Portsmouth.

CPOWEA Ray Lapworth, the senior radio and electronics man on board, leaves the Navy after he leaves the Yacht. "I've been in the Royal Yacht for five years, so it's my last Navy job after 23 years in the service – and this is my last night at sea," he said.

"There's no better way, to my mind, for me to finish my career in the Navy than being here. She's a beautiful vessel, and it's been a pleasure being on board. It was quite emotional coming under Tower Bridge – there were tears in my eyes."

Ray's job has been more of a challenge in Britannia than in other RN ships: "The communications are a bit antiquated – we had to go to the GEC/Marconi museum earlier this year to borrow some spares for different units."

Once into the wider reaches of the lower Thames, Britannia's Commanding Officer, Commodore Tony Morrow (Commodore Royal Yachts), had a chance to reflect on her departure.

"It was a remarkable sight – just overwhelming. It was a very, very special moment for everybody," he said. Forty-four years ago Britannia came here proudly at the end of her first Commonwealth tour. Today the feeling is that London has changed but Britannia has not.

"She has covered a million miles, and circumnavigated the world eight times, which shows the great power of this ship – she has done all that she has been asked to

## Requiem to a Royal Yacht Sam Morley ©

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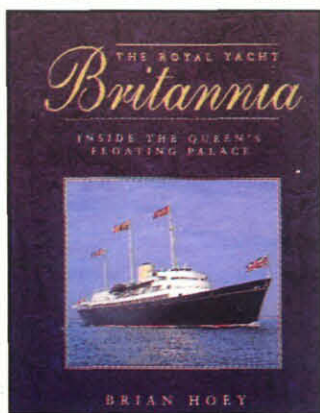
the Queen with a preview of the Lady In White Monument at Durban in March

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The group has had close associations with the Royal Yacht since 1980 and has used her as a platform for export presentations all over the world.

British Invisibles export promotion director, Gaye Murdoch, said the association with the Royal Navy would continue through other HM vessels, including HMS Invincible which late last year provided a platform for the organisation in Barcelona.

do. I'm delighted she's been able to run for a full final year – she's never given us any doubt as to her ability. I salute the country for all they have given Britannia, and I think we've given something back to them."

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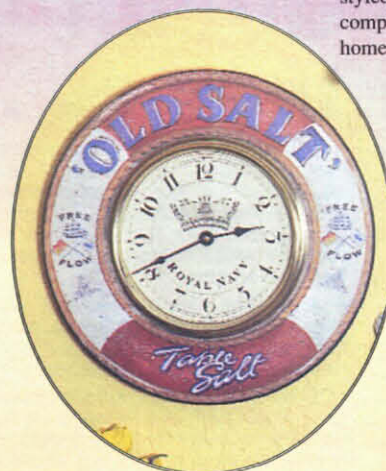
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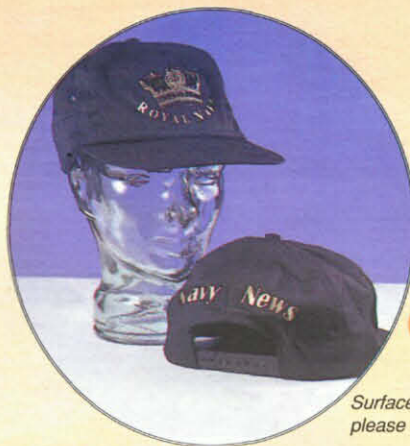
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